

Concept Design Report

for the

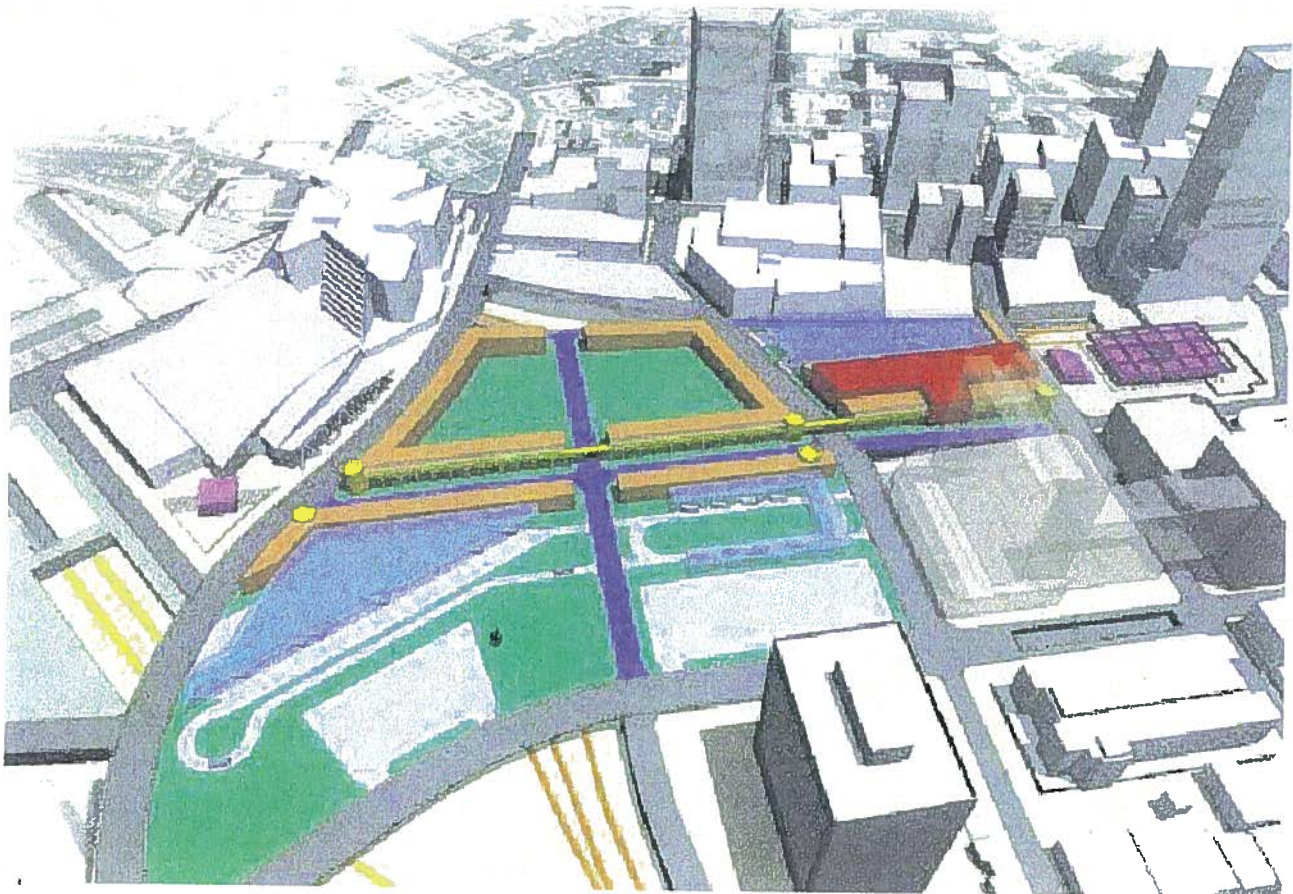
Multi-Modal Passenger Terminal Georgia Rail Passenger Program

by Georgia Rail Consultants



A Joint Venture of:

Moreland Altobelli Associates
Parsons Brinckerhoff
SYSTRA Consulting, Inc.



**Georgia Rail Passenger Program
Multi-Modal Passenger Terminal
Atlanta, Georgia**

Sponsored by GDOT - GRTA - GRPA
February 2002

Description of the Multi-Modal Passenger Terminal Concept Design

The MMPT Stakeholders including executives of Georgia's Rail Passenger Program (GRPP) partners – the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Georgia Rail Passenger Authority (GRPA), which comprise the state's Rail Program Management Oversight Committee, accepted the Multi-Modal Passenger Terminal (MMPT) Concept Design, specifically Concept 6, in December 2001. In February 2002 the GRPP Management Team (two board members from each of the three state agencies- GDOT, GRTA, & GRPA) adopted Concept 6, as the official Concept Design of the MMPT project.

Action on Concept 6 acknowledges an effective response to the requirements of both the transportation providers and the urban design for the City of Atlanta. The adopted concept forms the basis for moving forward into future phases of final design. Architectural concept plans and sections of Concept 6 are found in *Attachment A* of this report. The MMPT is proposed to be located on a key site in downtown Atlanta immediately west of the MARTA Five Points Station, the hub of the Atlanta region's rapid rail system, and at the crossroads of the various railroads serving the Atlanta region and the southeastern part of the United States.

Five component parts currently comprise the Multi-Modal Passenger Terminal (MMPT) project. These five parts include:

- (1.) the Main Terminal for trains of both the Georgia Rail Passenger Program (GRPP) and Amtrak with Regional Commuter Bus Terminal A-North (10 stalls) above the tracks and train terminal concourse;
- (2.) Commuter Regional Bus Terminal B-South (10 stalls) on top of the MMPT Parking Deck (700 spaces);
- (3.) the Intercity Bus Terminal on top of the Replacement Parking Deck (replace the existing 1850 space CNN decks accommodating the new commuter rail track layout);
- (4.) the direct pedestrian connections to MARTA's Five Points Station fare gate level, MARTA's Philips Arena Station plaza level, and between the Regional Bus Terminal B and the Main Train Terminal;
- (5.) two additional roadways – Alabama Street Extension (between Forsyth street and Centennial Olympic Park Drive) and the new North-South Street (between MLK Drive and Alabama Street extension) to accommodate increased bus and other vehicular traffic in the immediate MMPT area.

Preliminary traffic analysis points to the need for the Alabama Street extension and only the southern half of the new North-South Street (south of the proposed Alabama

Street extension) for the adequate functioning of the MMPT facility components, as a whole. However, the Concept Design allows for bus and other vehicular traffic flow without totally relying on these two new roadways. Commuter buses and intercity buses can use the existing Spring Street to get in and out of the MMPT, as an interim, phased solution. The northern half of the new North-South Street (north of the proposed Alabama Street extension) and a new Upper Wall Street are suggested to accommodate new private development blocks west of the Main Train Terminal and are not a part of the MMPT project.

The Concept Design places the various component parts of the MMPT on sites along an extended Alabama Street, which allows for design and construction simplicity (as opposed to stacking the component parts) and phasing-in the component parts, as funding becomes available. It also ties together the Underground Atlanta and commercial and government office area with the Georgia World Congress Center, Georgia Dome, Philips Arena, CNN Center convention and entertainment area, which is a strategic urban design and planning goal of City, County and other officials.

Each component part of the MMPT can operate independently, yet tie together as a transportation interchange point by use of a simple single level covered walkway or arcade that may become a two or three level arcade by design and implementation of private development, much like Peachtree Center. Although the full three level pedestrian arcade, as such, is not a part of the MMPT project, the Concept Design is planned to accommodate the eventual private implementation of such a pedestrian amenity. The MMPT project does include convenient, safe and direct pedestrian connections to all component parts to directly and fully implement the inter-modal aspect of the project.

In addition, the Concept Design is planned to encourage overbuild opportunities, because the component parts are not stacked, but are arranged for design and construction simplicity of overbuild touchdown points and the phasing-in of private development with the various phases of the MMPT. It is a reasonable assumption that with appropriate implementation methods, the state could benefit from overbuild lease revenues to defray the operating costs of the MMPT.

MMPT Concept Design Program Requirements

The MMPT Program Requirements, found in *Attachment B*, form the basis for the Concept Design and future phases of design and are calculated for the "full-build" MMPT with all component parts for planning years 2010 to 2025. These requirements are derived from projected ridership figures for trains and buses that will operate in the MMPT and represent net square feet; gross square feet will be inherently higher. These requirements will be refined as the various surveys and analyses are conducted during future final design phases.

The net square feet programmed for the MMPT is 1,118,168 sq. ft. for both buildings and site structures (train and bus platforms, new roadways, etc.) including the two parking decks. Buildings (mainly air conditioned space) are programmed at a total of 146,851 net sq. ft., site structures at 221,317 net sq. ft., and parking decks at 750,000 net sq. ft. Details of the calculated requirements and the assumptions and criteria used to derive the requirements are shown in *Attachment B*. A few programming elements and sub-elements can only be determined during the next design of phase, Schematic Design.

MMPT Concept Design Construction Cost Estimate

The MMPT Construction Cost Estimate – Concept 6, found in *Attachment C*, is an order-of-magnitude cost estimate based on gross square feet and will be refined in each future phase of final design. It includes construction of all the MMPT component parts, as well as, earthwork, utility relocation, demolition and replacement of CNN parking decks, reconstruction of the Decatur belt with signal improvements, new track work, 20% construction contingency, A&E preliminary and final design, construction management, and permitting costs. This order-of-magnitude estimate for the full-build MMPT is \$309 million.

Next Steps

The next step recommended by the GRC is production of a Schematic Design for all components of the MMPT. Schematic Design would define in detail all components of the MMPT and all control points well enough to allow various MMPT components to be phased-in over time, as funding becomes available. It would ensure that each phase of design and construction would easily accommodate all future phases and that all phased parts would be easily re-usable in each future phase.

Schematic Design is a critical and necessary step leading to Final Design to ensure the feasibility of the design concept, confirm constructability, establish control points, set real estate needs limits, test and adjust the Concept Design against the various life safety code requirements, resolve operational issues, establish retail requirements and overbuild potential and feasibility, establish security requirements, and identify the appropriate design and construction phasing and the appropriate project delivery method for each phase of implementation.

A potential Phase I operational segment of the GRPP-MMPT could be designed and built for about \$50 million. Commuter rail service in the Macon corridor and initial regional commuter bus service could be accommodated in a Phase I segment. This MMPT Phase I segment would include:

- \$6.5 mil - Commuter rail platforms with vertical circulation;
- \$3 mil – Direct pedestrian connection to the MARTA Five Points Station;

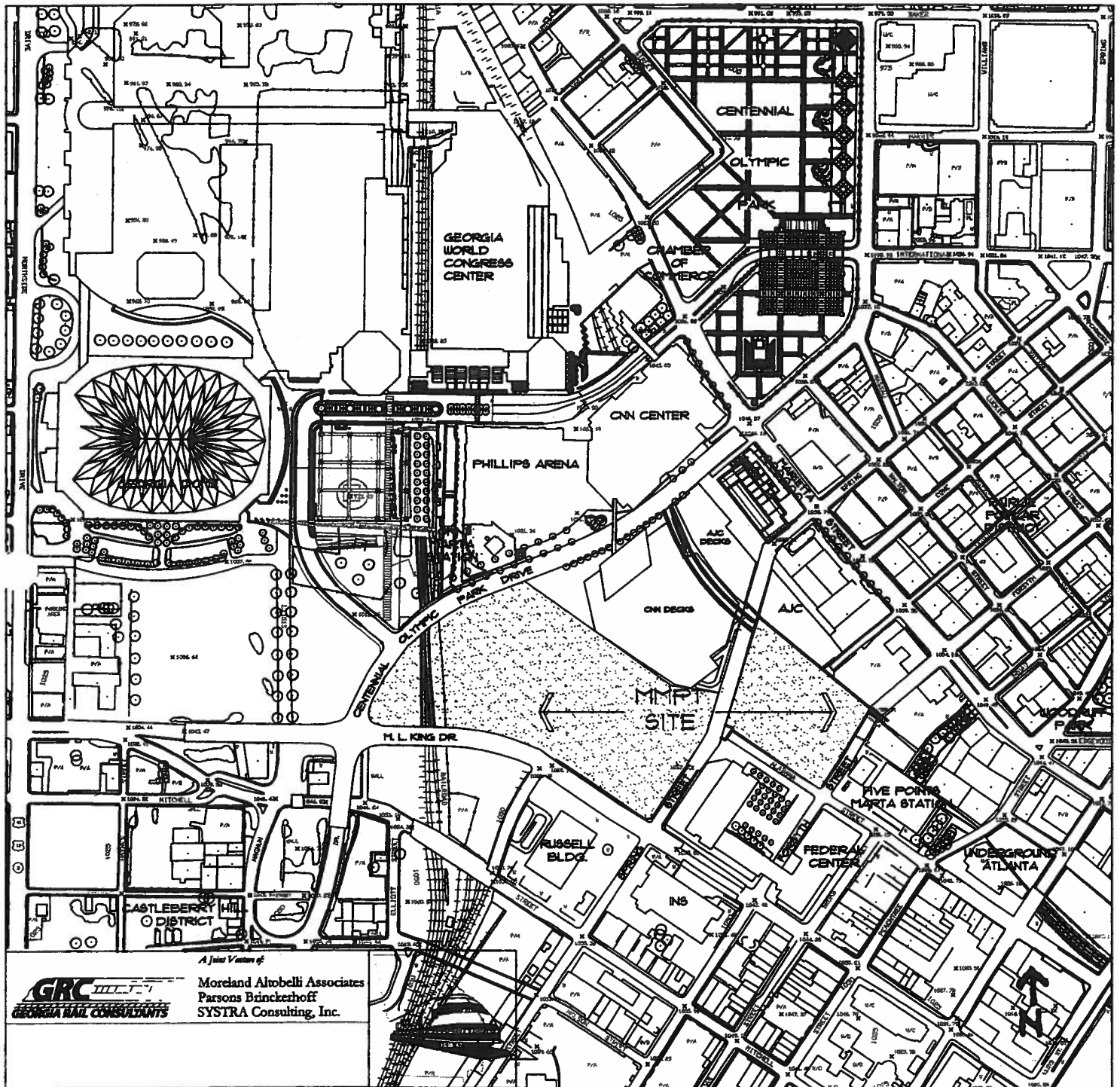
- \$1 mil – Modification to the MARTA Five Points Station future fare vending area as an interim MMPT ticketing area;
- \$20.5 mil – Regional commuter bus platform with vertical circulation;
- \$4 mil – Limited earthwork and utilities work;
- \$1.5 mil – Removal of a 120 space section of CNN parking deck and relocation of the 120 spaces to surface parking;
- \$2 mil – Demolition of the old Georgia Power Building.

SUB-TOTAL: \$38.5 mil MMPT Phase I order-of-magnitude construction cost.

- \$3.8 mil – Schematic Design for full-build MMPT to ensure Phase I construction is re-usable in future phases. A detailed description of the purpose of and the elements proposed for the MMPT Schematic Design is presented in *Attachment D*;
- \$2.7 mil – Final Design fee (7% of MMPT Phase I construction cost);
- \$3.1 mil – Construction Management fee (8% of MMPT Phase I construction cost);
- \$1.9 mil – Contingency

TOTAL: \$50 mil

See *Attachment A*, pages A-12 and A-13 for highlighted plans that indicate the MMPT components that comprise this possible operational segment.



MMPT LOCATION MAP

DOWNTOWN ATLANTA

ATTACHMENT “A”

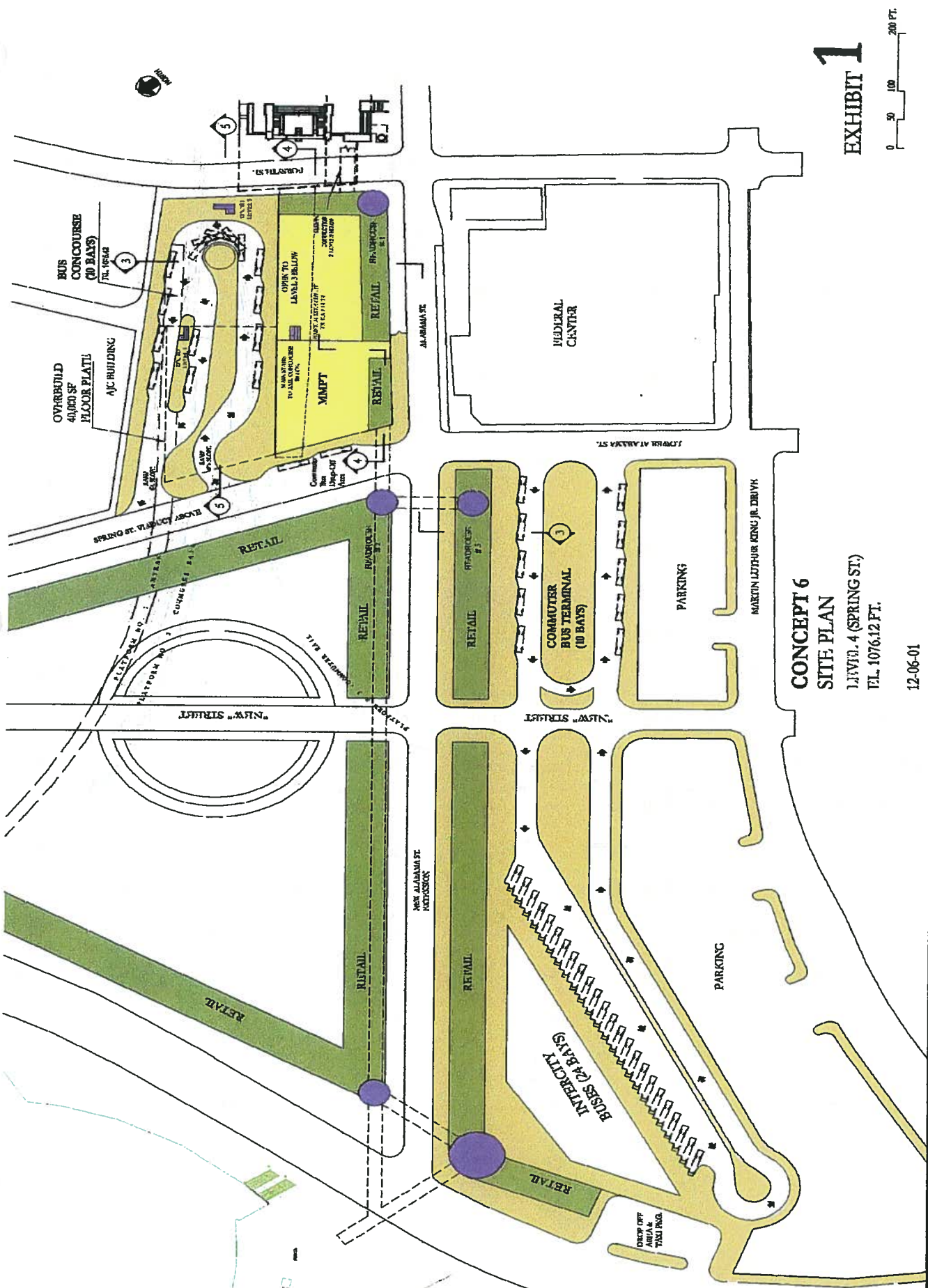


EXHIBIT 1

**CONCEPT 6
SITE PLAN**
LIVBL. 4 (SPRING ST.)
TEL 1076.12 FT.

12-06-01

GEORGIA RAIL PASSENGER PROGRAM
Multi-Modal Passenger Terminal
Conceptual Design



At Your Vision
Mordland Atobelli Associates
Parsons Brinckerhoff
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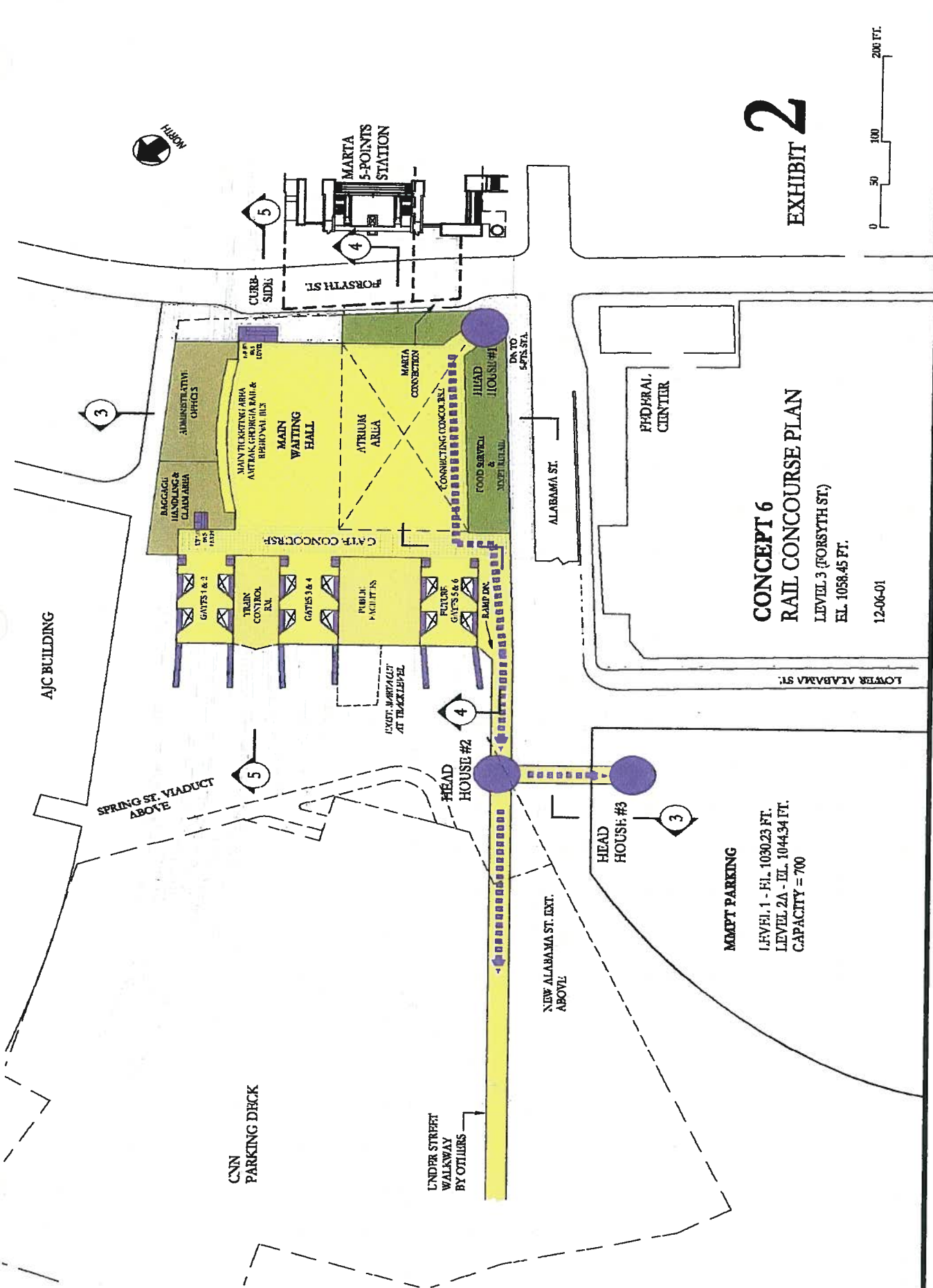
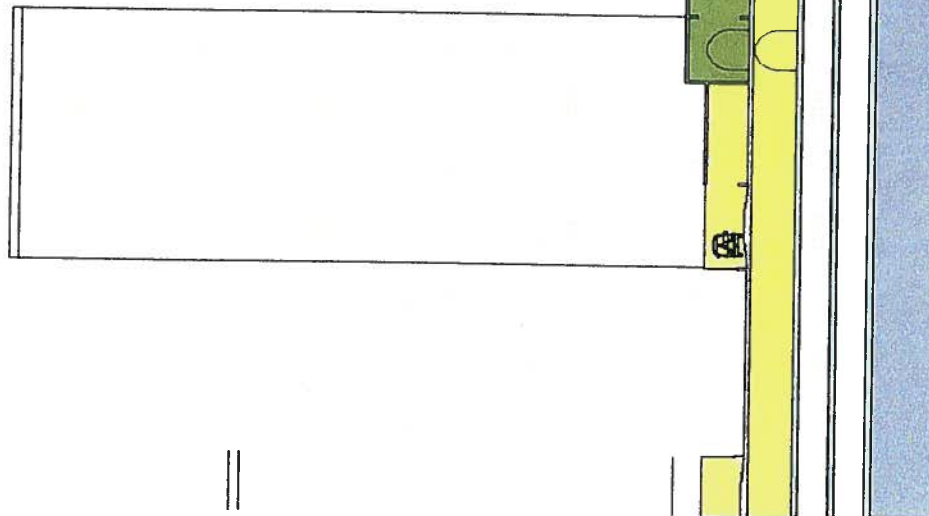


EXHIBIT
2

CONCEPT 6
RAIL CONCOURSE PLAN
LEVEL 3 (FORSYTH ST.)
EL. 1058.45 FT.
12-06-01

MMPT PARKING
LEVEL 1 - EL. 1030.23 FT.
LEVEL 2A - EL. 1044.34 FT.
CAPACITY = 700





LEVEL 4
PROG. REAR
ASST. ADMIN.
FL. 1075.6 FT.

SPRING ST. VIADUCT
BETW. SPANS 14 & 15
FL. 1077.7 FT.

LEVEL 3
BACK CONCOURSE/
KITCHEN ST.
FL. 1064.6 FT.

LEVEL 2 MARTIN
FL. 1062.5 FT.

LEVEL 1 - TRACKS
FL. 1060.3 FT.

CONCOURSE
BUS TERMINAL
10 BAYS

TO MARTIN ST.
MAIN WAITING
AREA

RETAIL

RETAIL

TO MARTIN STATION

TO MARTIN STATION

TO MARTIN STATION

TO MARTIN STATION

CONCEPT 6

SECTION 3-3
CROSS SECTION LOOKING WEST

12.07.01

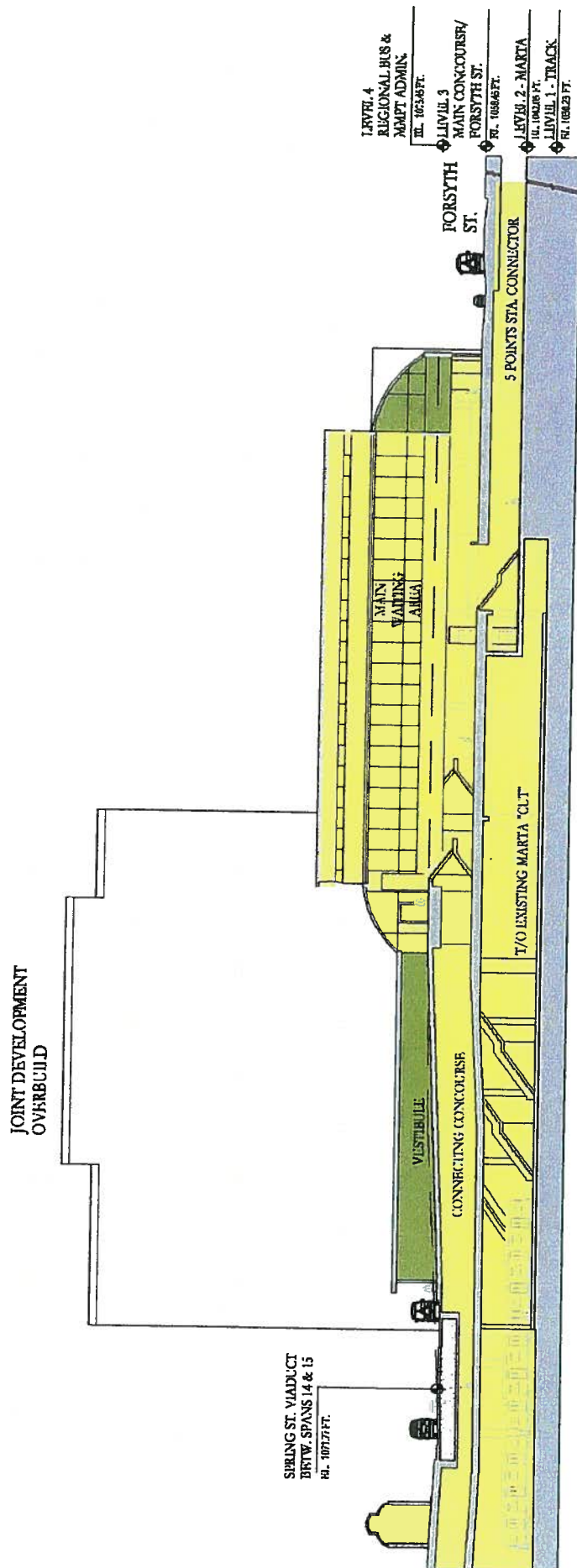
EXHIBIT 3

0 20 40 60 100 FT.
SCALE IN FEET

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CONCEPT 6

SECTION 4-4
LONGITUDINAL SECTION LOOKING NORTH

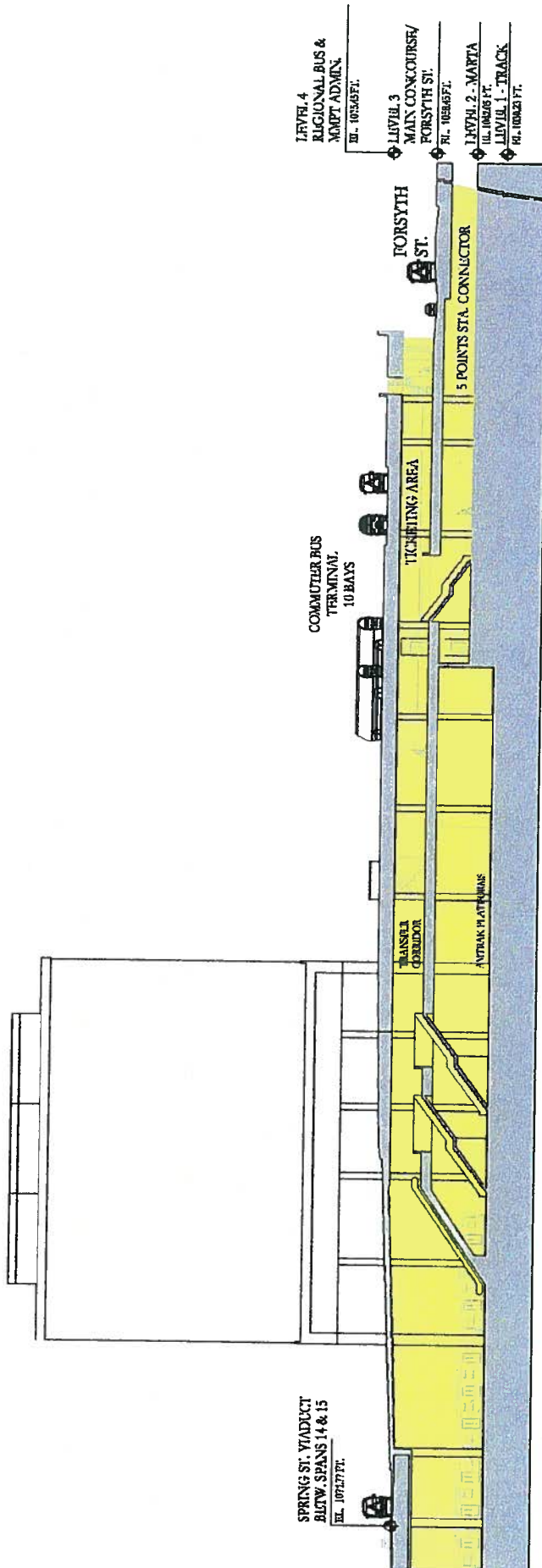
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EXHIBIT 4

0 20 40 60 80 100 FT.
SCALE IN FEET



JOINT DEVELOPMENT
OVERBUILT



CONCEPT 6

SECTION 5-5 LONGITUDINAL SECTION THROUGH BUS CONCOURSE LOOKING NORTH

12-06-01

EXHIBIT 5

0 20 40 60 100 FT.
SCALE IN FEET

As noted on page 5

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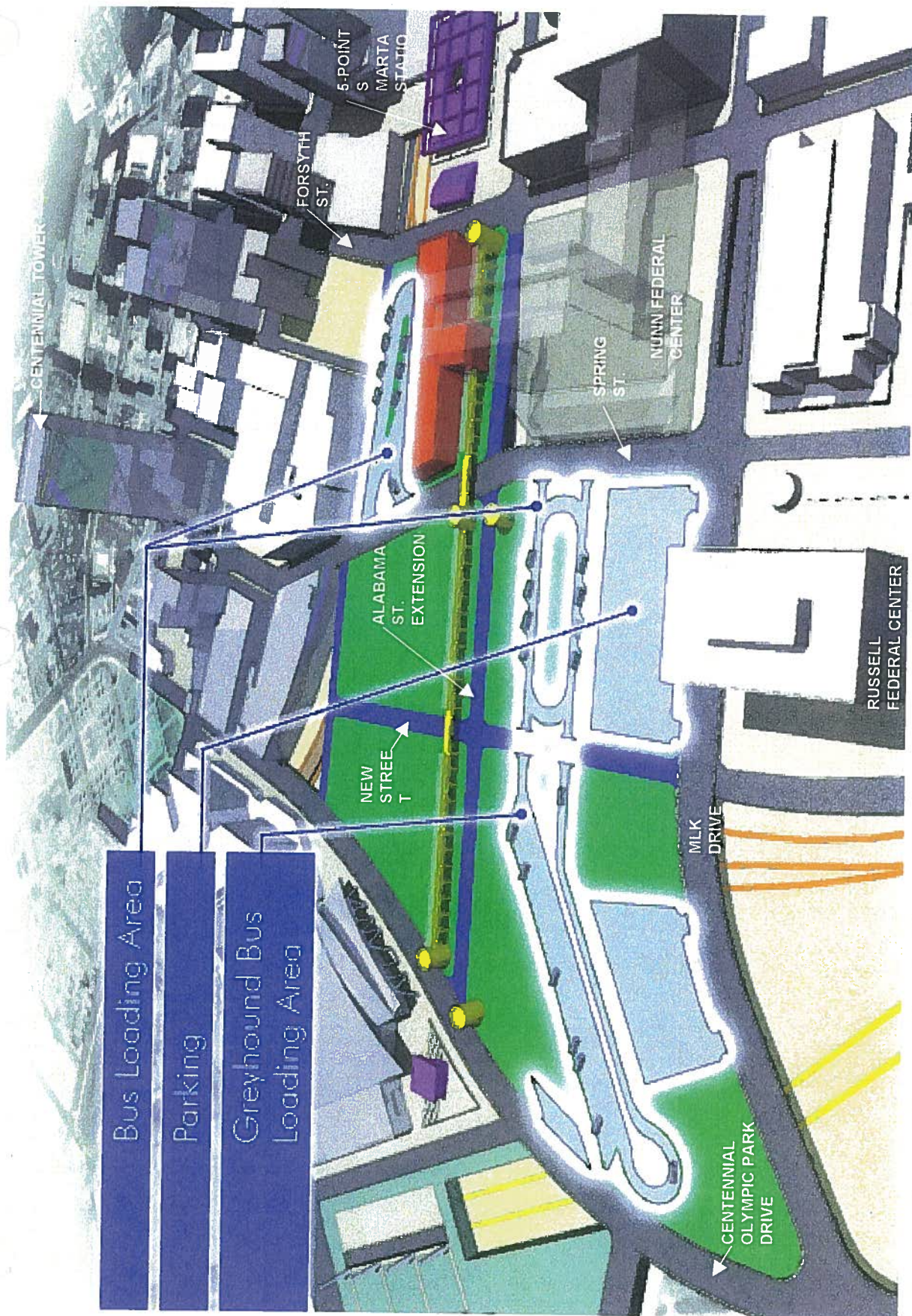
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GEORGIA RAIL PASSENGER PROGRAM Multi-Modal Passenger Terminal (MMPT) Concept Design

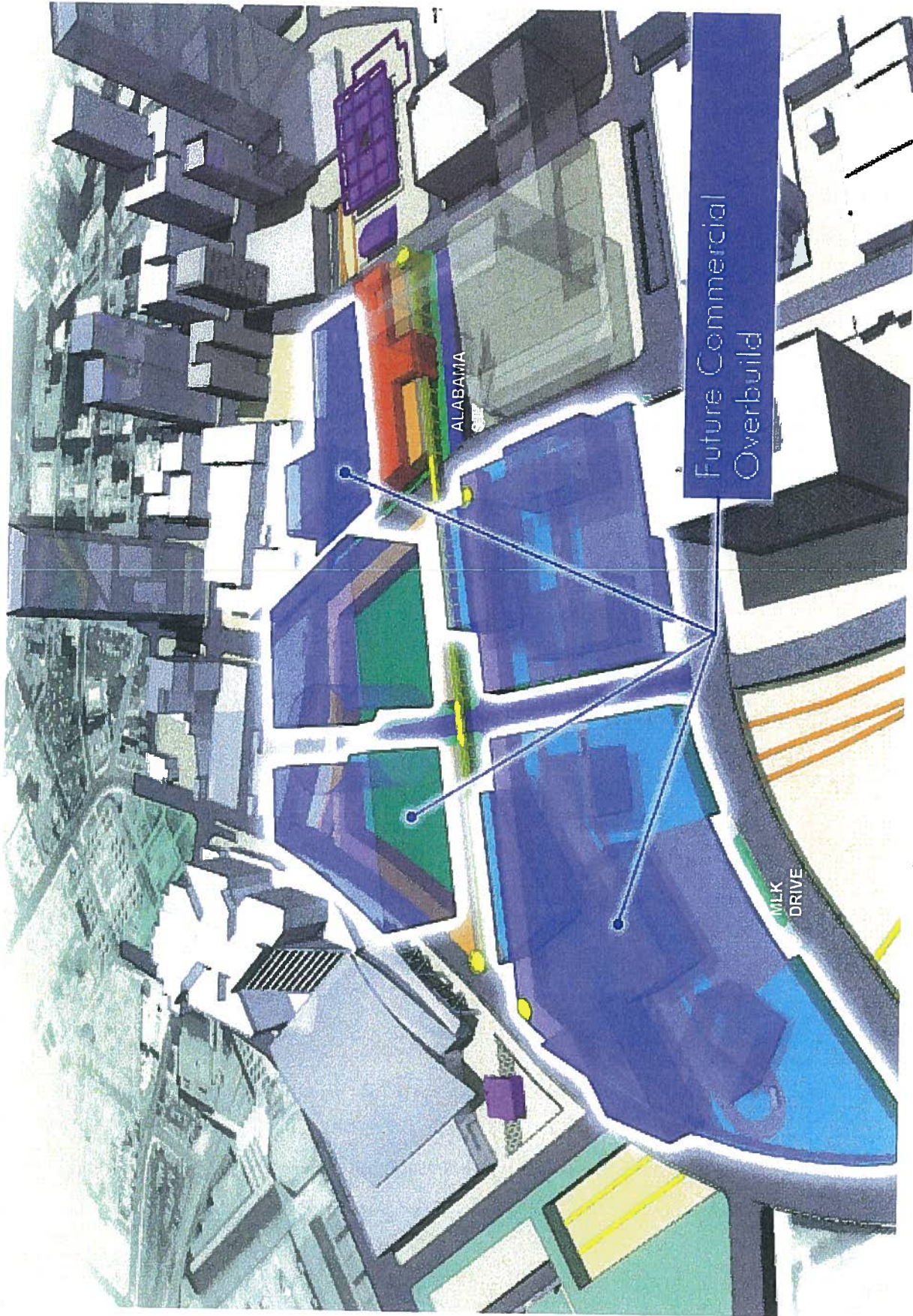


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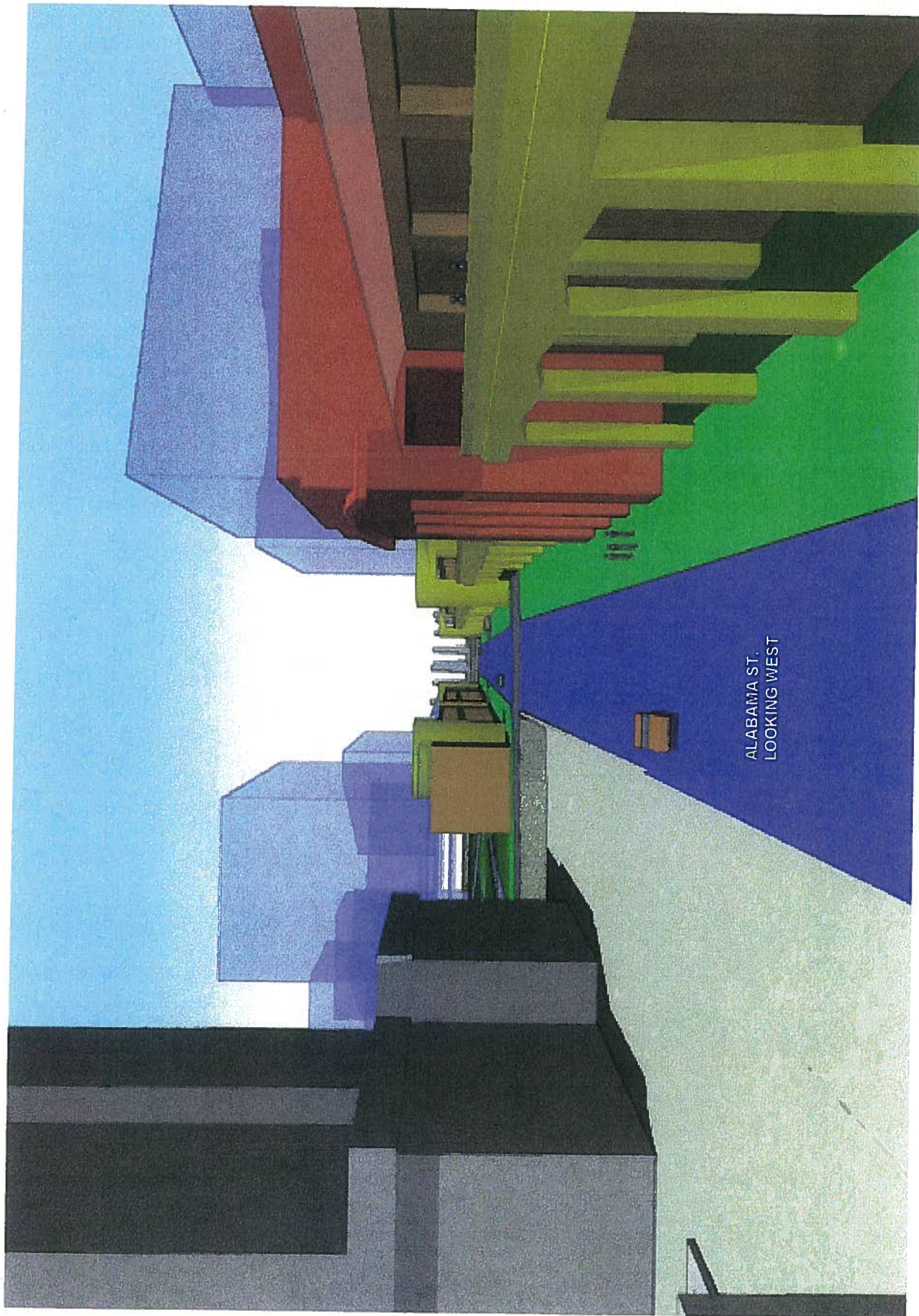




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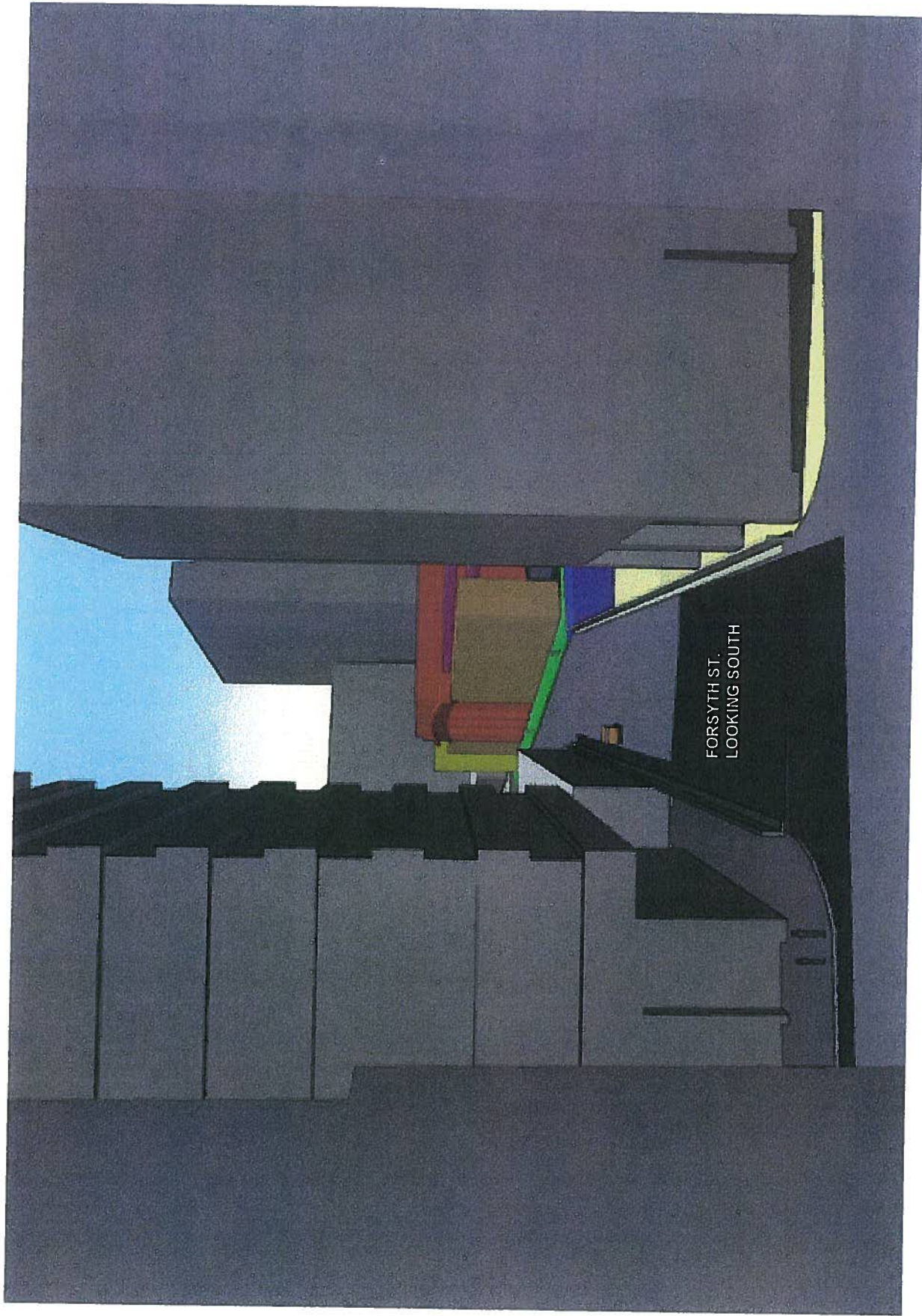




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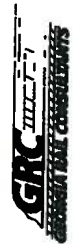


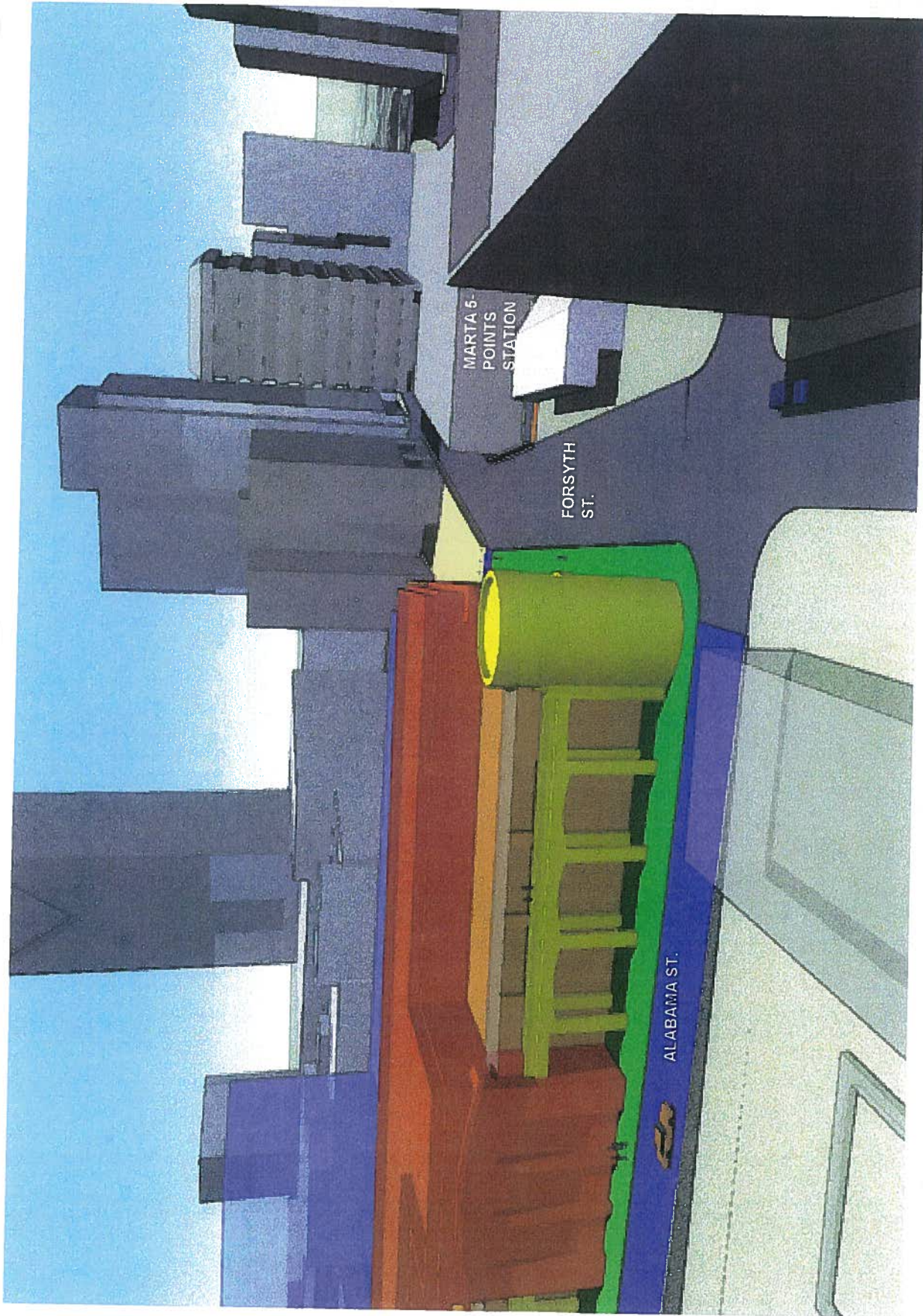


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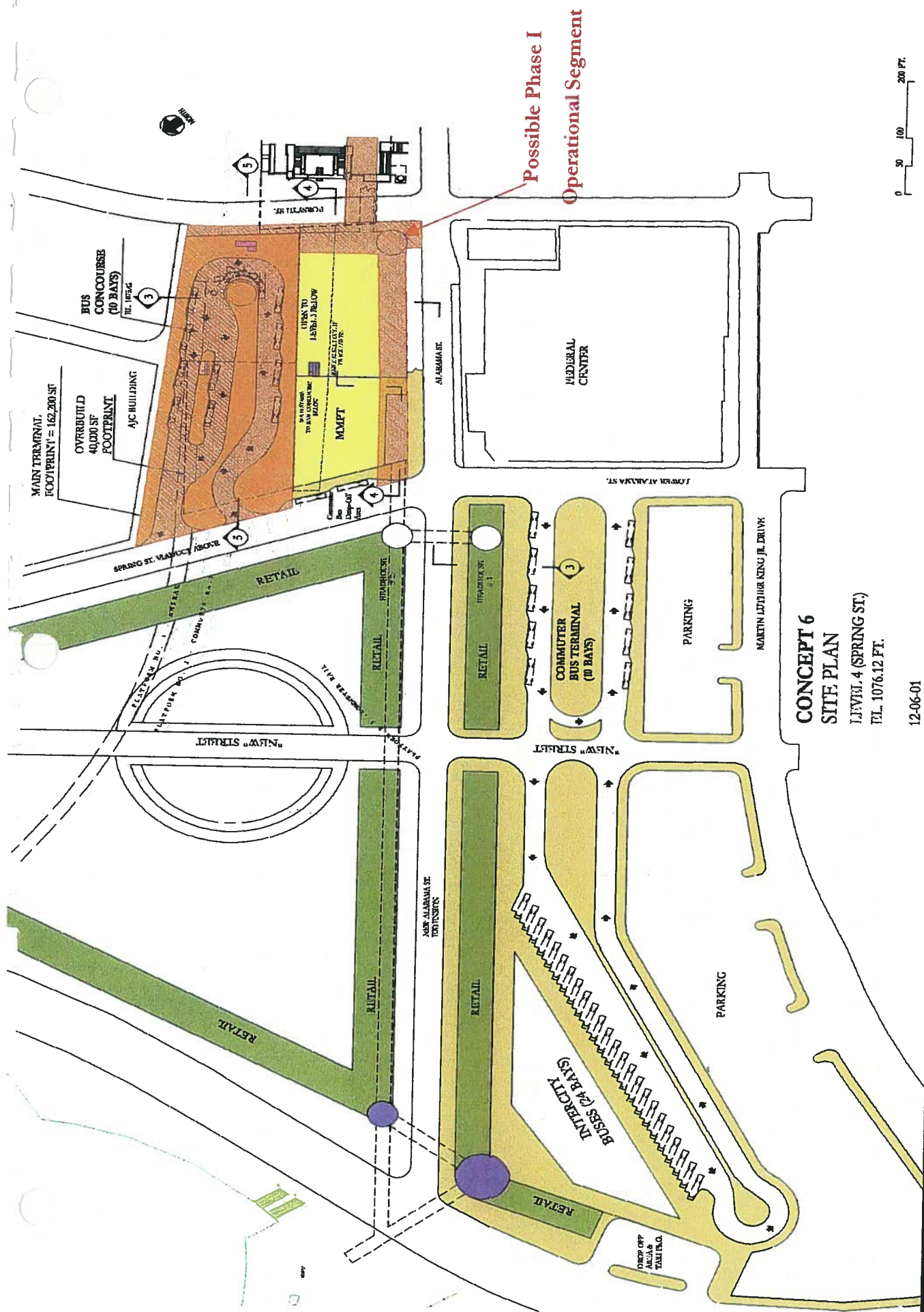




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**CONCEPT 6
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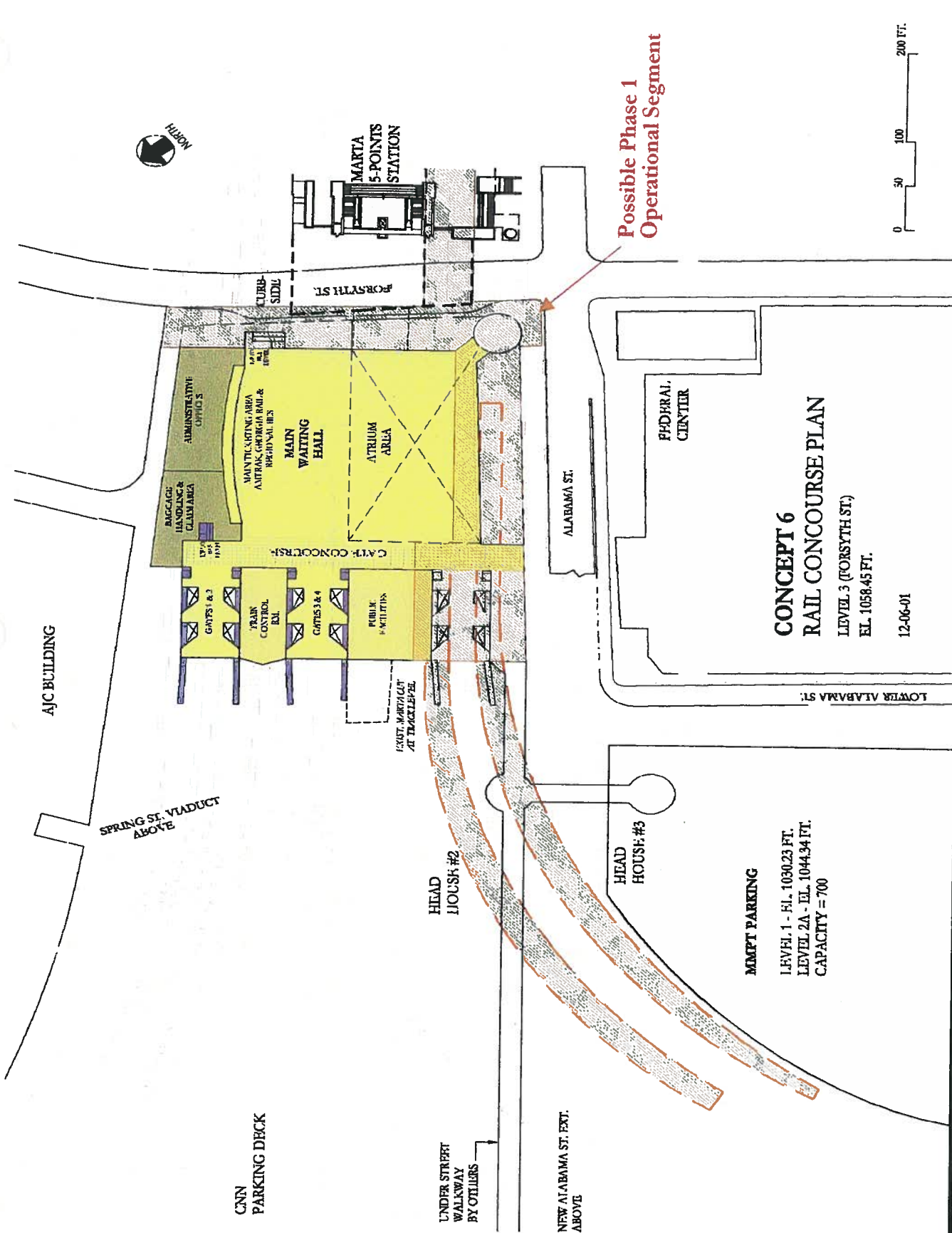
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ATTACHMENT “B”

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements for Full-Build Yr. 2010 to 2025 (Based on Net Sq. Ft.)
Summary

	Total Square Footage - Building	Total Square Footage - Site	Total Square Footage - Parking	Total Stalls (300 sq/ft/stall)	Comments
Part 1 - Main Terminal - Georgia Rail Passenger Program and Amtrak (6 Platforms)	28,835	-	-	-	- plus TBD Spaces
Part 2 - Regional Commuter Bus Terminal A-North	24,593	34,300	-	-	-
Part 3 - Regional Commuter Bus Terminal B-South	21,251	34,300	-	-	-
Part 4 - MMPT Parking Deck	-	-	210,000	700	-
Part 5 - Intercity Bus Terminal (Greyhound)	33,892	76,717	-	-	-
Part 6 - Replacement Parking Deck	-	-	540,000	1,800	-
Part 7 - Pedestrian Connections to MARTA 5 Points and Phillips Arena	4,000	-	-	-	-
Part 8 - New Roadways - Alabama St. Extension and New St.	-	76,000	-	-	-
Part 9 - MMPT Management Offices	12,380	-	-	-	-
Part 10 - Retail and Amenities	15,760	-	-	-	-
Part 11 - MMPT Service Area	6,140	-	-	-	- plus TBD Spaces
Total - MMPT Program	146,851	221,317	750,000		
			1,118,168		

- Note 1 Floor areas denote net space only, not including construction, unless noted otherwise.
- Note 2 Facility requirements are general requirements only and will require further analysis through workshop meetings with the various user groups.
- Note 3 Terminal occupant loads were determined from the ridership analysis only. Special consideration in determining the size of the Main Waiting Hall should include additional passenger volumes, resulting from civic and sporting events or delays in rail and bus service.
- Note 4 An analysis of the egress capacity requirements in accordance to NFPA 130 and the Standard Building Code will determine the space requirements for horizontal and vertical circulation components (ie. Existing components such as stairs, escalators, doors, passageways and areas of refuge).

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements

Part 1 - Main Terminal - Georgia Rail Passenger Program and Amtrak (6 Platforms) - Concept 6

Sect.	Program Element	Full-Build Yr. 2010 to 2025	Comments
A	Amtrak	Crescent Line Service	
		(Square Feet)	
	<u>Ticketing Area</u>		
	Ticketing with Baggage Check-in	270	3 Ticket Windows
	Quick-trak Vending Area	75	3 Ticketing Vending Units w/ queue space
	Ticket Queue Area	270	15 x 6 per counter
	Ticket Office	600	Station Manager / Accounting / Clerical / Restrooms
	<u>Baggage</u>		
	Baggage Room -checked baggage only	7,000	10 st/passenger (700 peak hour)
	Baggage Make-up - checked baggage only	1,450	0.015sf / annual entraining passengers (96,500 passengers)
	<u>Waiting Space</u>		
	Waiting Area w/seating (exclusive space, n/inc. circ.)	10,920	20 st/per. seated, 10 st/per. standing - peak hr. 1-way M&G, 50% ratio seated / standing. GRC per Amtrak 2001 Guidelines
	Public Locker Area	200	To be evaluated for security
	<u>Administrative Office</u>		
	Staff	1,400	7 staff w/file & storage
	Train & Engine (T&E) Crew Facilities	TBD	Need final input form Amtrak
	T&E Offices	TBD	Need final input form Amtrak
	Sub-total	22,185	plus TBD Spaces
	<u>Ridership Assumptions</u>		
	Trains per day	2	
	Annual Passengers	193,000	Based on 1.4% annual ridership escalation from 1990 (129,127 passengers) at Brookwood Station
	Average/day	715	Amtrak Guidelines 270 days/year
	Peak day passengers	1,072	Average/day*1.5 (Heery)
	Peak Hour	700	Per peak AM arrivals and departures
	Peak Hour one-way	455	65% (Amtrak Guidelines)
	Peak Hour Meeters & Greeters	728	1.6 M&G per passenger Amtrak/ Heery criteria
B	Georgia Commuter Rail		
Sect.	Program Element	Full-Build Yr. 2010 to 2025	Comments
B1	Ridership	(Passengers)	
	<u>Athens Corridor</u>		
	Peak Period Passengers	5,588	7 trainsets with 8 cars
	Peak Hour Passengers	2,450	
	Peak 15 min.	919	Per NFPA 130 = (Peak Hr./4)*1.5
	<u>Macon / Griffin Corridor</u>		
	Peak Period Passengers	2,976	5 trainsets with 5 cars
	Peak Hour Passengers	1,006	
	Peak 15 min.	378	
	<u>Gainesville Corridor</u>		
	Peak Period Passengers	5,281	5 trainsets with 5 cars
	Peak Hour Passengers	2,254	
	Peak 15 min.	845	
	<u>Bremen Corridor</u>		
	Peak Period Passengers	2,694	5 trainsets with 5 cars
	Peak Hour Passengers	1,260	
	Peak 15 min.	473	
	<u>Canton Corridor</u>		
	Peak Period Passengers	3,098	5 trainsets with 5 cars
	Peak Hour Passengers	1,263	
	Peak 15 min.	473	

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements

Covington Corridor		
Peak Period Passengers	3,249	5 trainsets with 5 cars
Peak Hour Passengers	1,372	
Peak 15 min.	515	
Senoia Corridor		
Peak Period Passengers	3,158	5 trainsets with 5 cars
Peak Hour Passengers	1,295	
Peak 15 min.	488	
Commuter Rail Peak Hour Passengers	10,900	
Commuter Rail Peak 15 Minutes	4,089	
Overall Peak Hour	12,000	
Overall Peak 15 Min.	4,500	
1 Most commuter rail passengers will be pre-ticketed and will board the trains immediately.		
2 A small percentage of commuter rail patrons will not be pre-ticketed and will converge at the concourse to purchase tickets. After ticketing, commuters will proceed directly to boarding platforms.		
3 Amtrak guests are anticipated to arrive early and will converge at the Meeters and Greeters Hall.		
4 Amtrak disembarks will ascend directly to the Meeters and Greeters level to pick up baggage and meet awaiting party.		
5 Actual occupant load shall be based on the calculated passenger volume of trains simultaneously boarding during the 15 minute peak period, plus the simultaneously boarding volume awaiting a train (per NFPA 130 Fixed Guideway Transit Systems).		
6 The capacity for means of egress, both emergency and normal, shall be in accordance with NFPA 130 and the Standard Building Code.		
B2	Space Requirements	(Square feet)
1	Ticketing Area	0
Ticket vending machines are assumed. Amtrak ticket agents can sell commuter tickets. Accounting will be through computerized ticketing. Need to verify with Amtrak. (TRE - Dallas, Ft. Worth has no ticketing, only TVM's, as a new start example).		
2	Intercity Baggage	0
No baggage handling for intercity trains, due to low volume. If possible, use Amtrak's.		
3	Waiting Area	
	Waiting Room	Use Amtrak's Meeter/Greeter space - Crescent service is outside commuter peak.
	Telephones	70 1.5 sf/phone and approx. 4 per train, 11 trains
	Seating	Use Amtrak's Meeter/Greeter space - Crescent service is outside commuter peak.
	Transfers to MARTA 5 Points	TBD To be sized on 6,400 peak hour passengers
	Transfers to Street	TBD To be sized on 5,000 peak hour passengers
	Restrooms	1,800 M - 5 wc's, 6 uninals, W - 9 wc, both - 8 lavs, + custodial
	Customer Service Office	700
	Lost and Found Office	300
	Arts for Transit	TBD
	TVM's	180 30 TVM's. Includes space for person at TVM.
	Queue space for TVM's	360 2 persons waiting per TVM.
4	Platforms	26' minimum width if elevator is midpoint. If at end, 9' minimum width for ADA-compliant elevator - must be outside freight clearance envelope on through tracks
	Tracks	As determined by track alignment
	Wheelchair storage	- Use Amtrak
	Portable Lift Storage	1,200 1 per traincar, spaced every 85 feet on platform. Uses 5'x5' footprint.
	Passenger Elevators	1,200 1 per platform. Hospital-type, for equipment and emergency use.
	Elevator Machine Rooms	480 1 per platform
	Stairways	TBD Need NFPA analysis. 2 per platform for normal service.
	Escalators	TBD Need NFPA analysis. 2 per platform for normal service.
	Escalator Machine Room	- Under platform.
	Benches	- As space permits - inc. w/ platform sf.
	Trashcans	- As space permits - inc. w/ platform sf.
	Passenger Communication:	
	PA System	- No sf required.
	Train Board/Visual PA System	- No sf required.
	Billboards	- No sf required.
	Area of refuge to trackbed	- Assume not allowed - all emergency access to Level 3.
	Sub-total	6,650
	Total, Part 1	28,835 plus TBD Spaces determined during Schematic Design

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements

Part 2 -Regional Commuter Bus Terminal A-North			
Program Element		Full-Build	
		Yr. 2010 to 2025	
		(Square feet)	
Public Areas			
Queuing Space at Each Slip	14,000	1400 sf/bus slip	
Ticket Counter Positions	192	48 sf/position	
Ticket Queuing	300	75 sf/position	
Seating (5 passenger/bus)	1,500	20 sf/person	
Men's Toilet Fixtures	196	28 sf/fixture	
Women's Toilet Fixtures	196	28 sf/fixture	
Custodial	150	35 sf minimum	
Telephones (.5/bus)	8	1.5 sf/telephone	
Ticket Vending Machine	90	30 sf/machine	
ATM Machine	6	6 sf ea.	
Electric Water Cooler	6	3 sf ea.	
Subtotal	16,644		
Circulation	5,492	33% added to sub-total	
Sub-total	22,136	Building	
Administration/employee			
Operation Manager's Office	240	120 sf ea	
Terminal Manager's Office	120	120 sf ea	
Customer Service Office	120	120 sf ea	
Coffee Bar	75	Sink, microwave, refrig.	
Break Room	225	15 sf/employee	
Employee Lockers	38	1.5 sf ea	
Driver's Room	200	120 sf min	
Employee Toilets	300	150 sf min	
Storage Closet	-	24 sf min.	
Copy Machine	-	40 sf min.	
Cash Room	80	80 sf min.	
File Space & Record Storage	300	100 sf min.	
Phone/Data Equip. Rm.	100	100 sf min.	
Mech. Equip. Rms. & Elec. Closet	250	100 sf min.	
Subtotal	2,048		
Circulation	410	20% added to sub-total	
Sub-total	2,457	Building	
Vehicular			
Ready bus parking	-		
Bus Slips	24,500		
Bus Circulation	9,800	40% of bus parking and slips	
Sub-total	34,300	Site	
Total. Part 2	58,893		

Part 3 - Regional Commuter Bus Terminal B-South				
Program Element		Full-Build Yr. 2010		Comments
		to 2025		
		(Square feet)		
Public Areas				
Queuing Space at Each Slip	14,000	1400 sf/bus slip		
Ticket Counter Positions	192	48 sf/position		
Ticket Queuing	300	75 sf/position		
Seating (5 passenger/bus)	1,500	20 sf/person		
Men's Toilet Fixtures	196	28 sf/fixture		
Women's Toilet Fixtures	196	28 sf/fixture		
Custodial	150	35 sf minimum		
Telephones (.5/bus)	8	1.5 sf/telephone		
Ticket Vending Machines	90	30 sf/machine		
ATM Machine	6	6 sf ea.		
Electric Water Cooler	6	3 sf ea.		
Subtotal	14,492			
Circulation	4,782	33% of sub-total		
Sub-total	19,274	Building		
Administration/employee				
Operation Manager's Office	-	120 sf ea		
Terminal Manager's Office	-	120 sf ea		
Customer Service Office	120	120 sf ea		
Coffee Bar	75	Sink, microwave, refrig.		
Break Room	-	15 sf/employee		
Employee Lockers	38	1.5 sf ea		
Driver's Room	200	120 sf min		
Employee Toilets	300	150 sf min		
Storage Closet	24	24 sf min.		
Copy Machine	-	40 sf min.		
Cash Room	80	80 sf min.		
File Space & Record Storage	300	100 sf min.		
Phone/Data Equip. Rm.	100	100 sf min.		
Mech. Equip. Rms. & Elec. Closet	250	100 sf min.		

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements

	Subtotal	1,487	
	Circulation	491	20% of sub-total
	Sub-total	1,977	Building
Vehicular			
	Ready bus parking	-	518 sf/bus
	Bus Slips	24,500	2450 sf/bus
	Bus Circulation	9,800	40% of bus parking and slips
	Sub-total	34,300	Site
	Total, Part 3	68,600	

Part 4 - MMPT Parking Deck

Program Element	Full-Build Yr. 2010 to 2025 (Stalls)	Comments
MMPT Employees	TBD	TBD during schematic design
Amtrak Guests	TBD	TBD during schematic design
Commuter Rail Guests	TBD	TBD during schematic design
Replace Surface Parking	TBD	TBD during schematic design
Total, Part 4	700	

Part 5 - Intercity Bus Terminal (Greyhound)

Program Element	Full-Build Yr. 2010 to 2025 (Square feet)	Comments
Public Areas		
Queuing space at loading doors	5,040	180 sf/bus slip
Ticket Counter Positions	384	48 sf/position
Baggage Pass-Thru	120	20 sf ea.
Ticket Queuing	600	75 sf/position
Seating (based on 5-10 seats/bus)	4,000	20 sf/person
Men's Toilet Fixtures	784	28 sf/fixture
Women's Toilet Fixtures	756	28 sf/fixture
Custodial	150	35 sf minimum
Smarte Carte Lockers (3/bus)	60	1.5 sf/locker
Telephones (1 - 2/bus)	60	1.5 sf/telephone
ATM Machine	6	6 sf ea.
Electric Water Cooler	12	3 sf ea.
Subtotal	11,972	
Circulation	3,951	33% of sub-total
Sub-total	15,923	Building
Food Service		
Vending Machines	72	9 sf/machine
Vending Storage (10 SF min.)	36	4.5 sf/machine
Video Games	108	18 sf/machine
Co-Op Food & Retail Sales	-	15 sf/bus slip
Co-Op Storage	-	15 sf/bus slip
Serving Counter & Food Merchandising	864	72 sf/bus slip
Serving Counter Queuing	300	25 sf/bus slip
Dining Area	360	30 sf/bus slip
FS Manager Office	120	120 sf ea
Retail Sales	180	15 sf/bus slip
Retail Storage	180	15 sf/bus slip
Dry Storage	420	35 sf/bus slip
Cooler (walk-in)	120	120sf min.
Freezer (walk-in)	120	120 sf min.
Custodial	35	35 sf min.
Subtotal	2,915	
Circulation	583	20% of sub-total
Sub-total	3,498	Building
Administration/employee		
District Manager's Office	360	120 sf ea
Field Safety Manger	120	120 sf ea
Terminal Manager's Office	120	120 sf ea
Customer Service Office	120	120 sf ea
Area Sales Manager	120	120 sf ea

Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements

	*Trainer	120	120 sf ea
	Business Administrator	120	120 sf ea
	Driver Manager	120	120 sf ea
	Accounting Clerk	200	100 sf ea
	Secretary Office (2 for DM)	360	120 sf ea
	Tracing Clerk	100	100 sf ea
	Conference Room	240	240 sf ea
	Coffee Bar	75	Sink, microwave, refrig.
	Break Room	225	15 sf/employee
	Employee Lockers	75	1.5 sf ea
	Driver's Room	200	120 sf min
	Driver Supervisor	150	150 sf ea
	Driver Dorm room	5,200	200 sf/room
	Bathroom	-	included above
	Drivers Lounge	200	20 sf/employee
	Drivers Smoking Lounge	200	20 sf/employee
	Laundry and Storage	150	150 sf min.
	Dorm Managers Office	150	120 sf min
	Storage Closet	96	24 sf min.
	Copy Machine	80	40 sf min.
	Cash Room	80	80 sf min.
	Back Counter for WU Computer, Etc.	80	80 sf min.
	File Space & Record Storage	300	100 sf min.
	Phone/Data Equip. Rm.	100	100 sf min.
	Mech. Equip. Rms. & Elec. Closet	250	100 sf min.
	Subtotal	9,351	
	Circulation	1,870	20% of sub-total
	Sub-total	11,221	Building
	GPX/Baggage		
	General baggage	2,100	75 sf/gate min.
	Locked storage	224	8 sf/gate min.
	GPX Lobby (increase if req)	200	120 sf min.
	GPX counter	84	42 sf/position
	GPX Agent space	100	100 sf min.
	Lock Box	-	30 sf ea.
	Subtotal	2,708	
	Circulation	542	20% of sub-total
	Sub-total	3,250	Building
	Vehicular		
	Ready bus parking	4,144	518 sf/bus
	Bus Slips	20,776	742 sf/bus
	Bus Slip Vehicle Circulation	40,000	
	Sanitary Hopper & Fueling	-	Provide at first 8 slips
	Customer short term parking	-	153 sf/auto
	GPX Parking	1,224	153 sf/auto
	Passenger Drop-off	-	153 sf/auto
	Handicap	-	288 sf/auto
	Taxi	-	153 sf/auto
	Subtotal	66,144	
	Circulation multiplier**	-	No multiplier - shared circulation
	Sub-total	66,144	Site
	Grounds		
	Concourse	9,240	330 sf/bus
	Outdoor smoking area	1,333	1/3rd of seating area
	Sub-total	10,573	Site
	Total, Part 5	110,609	

Part 6 - Replacement Parking Deck

Program Element	Full-Build Yr. 2010 to 2025 (Stalls)	Comments
Replace CNN Decks	TBD	TBD during schematic design
Replace Surface Parking	TBD	TBD during schematic design
Greyhound Employees	TBD	TBD during schematic design
Greyhound Guests	TBD	TBD during schematic design
Total, Part 6	1,800	

**Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements**

Part 7 - Pedestrian Connections to MARTA 5 Points and Philips Arena			
	Program Element	Full-Build Yr. 2010 to 2025 (Square feet)	Comments
	Corridor between MMPT and 5 Points	1,800	20 ft. wide - need to verify during schematic design
	Corridor between MMPT and Philips Arena	2,200	20 ft. wide - need to verify during schematic design
	Total, Part 7	4,000	
Part 8 - New Roadways - Alabama St. Extension and New St., between Alabama and MLK			
		(Square feet)	
	Alabama Street	70,000	TBD during schematic design
	New Street	6,000	
	Total, Part 8	76,000	
Part 9 - MMPT Management Offices			
Sect.	Program Element	Full-Build Yr. 2010 to 2025 (square feet)	Comments
A	Security / Police		
	Police Office	500	Capt. + 2 staff
	Front Desk	200	2 desks
	Holding Room	200	
	Police Area Restroom	200	2 unisex rooms
	Reception Area	200	
	Conference Room	150	
	Sub-total	1,450	
B	Commuter Rail Office Areas		
	Manager	400	Manager + assistant
	Sales	300	2 staff
	Clerical/Administration	400	
	Accounting	300	2 staff
	Reception Area	150	
	Conference Room	600	
	Storage/Copy/Mail Room	100	
	Files	300	
	Vending/Break Room	450	
	Sub-total	3,000	
C	Operations Control Room		
	Rail Operations Manager	400	Manager + assistant
	Operations Monitor	-	Inside control room
	Operations Room	-	Inside control room
	Train Control Room	900	5 staff + space for S&C equipment
	Storage/ Copy/Mail Room	100	
	Files	300	
	Sub-total	1,700	
D	M of E Crews (car cleaners)		
	Lockers	1,000	30 cleaners at daily peak
	Manager, clerical, sign-up board	500	Manager + assistant
	Showers/restrooms	-	Inc. w/lockers
	Break Room	300	
	Supply Rooms	180	1 per platform
	Sub-total	1,980	
E	MMPT Managing Agent Office		
	General Manager	400	Manager + assistant
	Property Manager / Tenant Coordinator	400	Manager + assistant
	Building Engineer	150	
	Operations / Maintenance Manager	150	
	Operation / Maintenance Staff	600	4 staff
	Financial Manager	400	Manager + assistant
	Accounting / Clerical	400	2 staff
	Procurement Manager	150	
	Copy/Supply/Storage	100	
	Files	300	
	Conference Room	600	
	Reception / Waiting Room	150	
	Vending / Break Room	450	
	Sub-total	4,250	
	Total, Part 9	12,380	

**Georgia Rail Passenger Program
Concept Design of Multi-Modal Passenger Terminal (MMPT) - Downtown Atlanta
Program Requirements**

Part 10 - Retail and Amenities			
Business & Travel Service Center	900	All components are subject to change due to retail analysis	
Visitor Information and ATM's	600		
Postal Service	100		
Rental car	800	not inc. rental car parking	
Sundry/Drugstore/Giftshop	3,200		
Food Service - Fast Food	5,200		
Food Service - Vending	400		
Food Service - Seated Dining	4,000		
Floral Shop	160		
Miscellaneous	400		
Restrooms	-	Use Waiting Room Program (Sect. 1)	
Total, Part 10	15,760		
Part 11 -MMPT Service Area			
Custodial	140	4 rooms	
Electrical & Mechanical Room(s)	TBD		
Truck Dock(s)/Deliveries	4,500		
Sanitation	450	inc. trash from trains	
Recycling Storage	450	inc. trash from trains	
Maintenance Office & Facilities	600		
Total, Part 11	6,140	plus TBD Spaces	

ATTACHMENT “C”

GEORGIA RAIL PASSENGER PROGRAM				Version 02-14-02		
MMPT Order-of-Magnitude Cost Estimate - CONCEPT 6				(Based on Gross Square Feet)		
	Description	Unit	Quantity	Unit Price	Total	Comments
			Gross Sq.Ft.			
Part 1	CIVIL					
	Utilities	ls			2,500,000	
	Foundations for Overbuild (Turner- 2 bldgs. - in existing deck area)	ls		10,000,000	0	Note 6
	Earthwork	ls			10,000,000	
	Demolition of existing decks	ls			4,032,000	
	Subtotal				\$16,532,000	
Part 2	TRACK & SIGNALS					
	Removal & Installation of New Trackwork, Platforms	ls			17,000,000	
	Decatur Belt w/ Signal Improvements	ls			20,189,000	
	Signals / Control System	ls			7,500,000	
	Subtotal				\$44,689,000	
Part 3	TERMINAL - FOUR PARTS A - D					
A	Level 2 - MARTA (Five Points) Concourse Expansion					
	MARTA Concourse	sf	15,000.00	180	2,700,000	
	MARTA Modifications	sf	2,000.00	180	360,000	
	Subtotal				\$3,060,000	
B	Level 3 - Main Concourse					
	Main Ticketing, Waiting Hall, Offices, Ancillary	sf	60,000.00	320	19,200,000	Notes 1 & 2
	Services, Retail, Platform & Concourse Connectors					
	Terminal Specialty Equipment	ls			20,000,000	
	Subtotal				\$39,200,000	
C	Level 4 - Regional Commuter Bus Terminal A-North					
	Bus Plaza Area (10 buses - 180' x 360')	sf	64,800.00	140	9,072,000	Notes 1,3&7
	MMPT Offices / GRPA Offices	sf	17,000.00	220	3,740,000	
	Amtrak Offices	sf	6,000.00	180	1,080,000	
	Spring St. Headhouse (Concourse Connection)	sf	0.00	180	0	
	Centennial Drive Headhouse (Platforms 1 & 2)	sf	3,000.00	180	540,000	
	Subtotal				\$14,432,000	
D	General Terminal					
	Communication System	ls			2,500,000	
	Security System (system TBD)	ls			1,200,000	
	FF&E	15% of construction			15,000,000	
	Subtotal				\$18,700,000	
Part 4	INTERCITY BUS TERMINAL					
	Bus Bays, Circulation & Bus Servicing Area	sf	78,000.00	90	7,020,000	Notes 1,3&7
	Terminal Building	sf	40,000.00	180	7,200,000	
	Connection to MARTA (Dome/CNN)	ls			500,000	
	Pedestrian Plaza/Curb/Parking	sf	20,000.00	90	1,800,000	
	Plaza Furnishings/Streetscaping				300,000	
	Subtotal				\$16,820,000	

GEORGIA RAIL PASSENGER PROGRAM				Version 02-14-02		
MMPT Order-of-Magnitude Cost Estimate - CONCEPT 6				(Based on Gross Square Feet)		
	Description	Unit	Quantity	Unit Price	Total	Comments
Part 5	REGIONAL COMMUTER BUS TERMINAL B-SOUTH					
	Bus Plaza Area (10 buses - 150' x 420')	sf	63,000.00	90	5,670,000	
	Headhouse/Waiting Areas	sf	6,500.00	180	1,170,000	
	Concourse Connection	sf	4,000.00	180	720,000	
	Subtotal				\$7,560,000	
Part 6	PEDESTRIAN CONCOURSE					
	MMPT to Dome/CNN Station (1300' x 40')	sf	52,000.00	120	6,240,000	0 Note 6
Part 7	MMPT PARKING					
	700 Car Capacity	ea	700.00	12,000	8,400,000	
	Stairs	ea	4.00	40,000	160,000	
	Elevators	ea	2.00	500,000	1,000,000	
	Subtotal				\$9,560,000	
Part 8	OVERBUILD FOUNDATIONS					
	New Alabama St. @ Intercity Bus Terminal					0 Note 6
	MLK Drive @ Intercity Bus Terminal					0 Note 6
	Above Commuter Bus Terminal A-North	ls			10,000,000	
	Above Commuter Bus Terminal B-South	ls			10,000,000	
	Subtotal				\$20,000,000	
Part 9	TURNER PARKING DECK					
	Temporary Parking Facilities				3,000,000	
	Reconstruction of Decks (1850 cars)	ea	1,850	12,000	22,200,000	
	Subtotal				\$25,200,000	
	Total w/o Contingency				\$215,753,000	
	Contingencies	20%			\$43,150,600	
	Total w/ Contingency				\$258,903,600	
	Professional Fees					
	Architectural & Engineering Preliminary Design	4%			10,356,144	
	Final Design	6%			15,534,216	
	Construction Management	8%			20,712,288	
	Subtotal				\$46,602,648	
	Permitting	ls			\$3,500,000	
	Total Project Cost				\$309,006,248	
	Notes:					
	1 Heavy frame construction					
	2 Includes HVAC, Lighting & Power					
	3 AASHTO / DOT Load Standards					
	4 FTA Approved					
	5 Environmental assessment not included					
	6 By Joint Development					
	7 Deck waterproofing					

ATTACHMENT “D”

Purpose and Elements of the Proposed MMPT Schematic Design

PROJECT DESCRIPTION

A major step in implementing the Georgia Rail Passenger Program (GRPP) is the construction of a Multi-Modal Passenger Terminal (MMPT) in downtown Atlanta on a key site between Spring and Forsyth Streets, immediately west of the MARTA Five Points Station, the hub of the Atlanta region's rapid rail system, and at the crossroads of the various railroads serving the Atlanta region and the southeastern part of the United States.

The Multi-Modal Passenger Terminal facilities will consist of the following components that form the basis of the Schematic Design program requirements:

- Main Terminal for trains of both the Georgia Rail Passenger Program and Amtrak with the Regional Commuter Bus Terminal A-North (10 stalls) above the tracks and terminal concourse;
- Regional Commuter Bus Terminal B-South (10 stalls) on top of the MMPT Parking Deck (700 spaces);
- Intercity Bus Terminal on top of the Replacement Parking Deck (replace 1800 space CNN decks);
- Pedestrian Connections to MARTA Five Points and Philips Arena Stations and between the Bus Terminal B-South and the Main Terminal;
- New Roadways (extension of Alabama Street and construction of New Street, between Alabama extension and MLK Drive).

The MMPT stakeholders, including executives of Georgia's Rail Passenger Program partners – the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Georgia Rail Passenger Authority (GRPA), which comprise the state's Rail Program Management Oversight Committee, accepted the MMPT Concept Design, specifically Concept 6, in December 2001. In February 2002 the GRPP Management Team (two board members from each of the three state agencies - GDOT, GRTA, GRPA) adopted Concept 6, as the official Concept Design of the MMPT.

Action on Concept 6 acknowledges an effective response to the requirements of both the transportation providers and the urban design for the City of Atlanta and forms the basis for moving forward into Schematic Design. Plans and sections of the approved Concept Design are found in *Attachment A* and include the above MMPT components. Also, the MMPT program requirements, developed during Concept Design and found in *Attachment B*, will act as a basis for Schematic Design and will be refined during the Schematic Design process.

NEXT STEP: SCHEMATIC DESIGN

The next step recommended by the GRC is production of a Schematic Design for all components of the MMPT. Schematic Design would define in detail all components of the MMPT and all control points well enough to allow various MMPT components to be phased-in over time, as funding becomes available. It would ensure that each phase of design and construction would easily accommodate all future phases and that all phased parts would be easily re-usable in each future phase.

The man hours proposed for each design discipline are derived from the drawings required to define the project at the schematic level and includes surveying and technical analysis, report writing (PDR), and attendance at workshops and status and coordination meetings. Project Management and Quality Assurance hours are also derived from the drawing count, as well as, estimates for managing the various disciplines and sub-consultants, administration, status reporting, and conducting workshops / other meetings.

The engineering and surveying necessary to support acquisition of development rights and real property for the MMPT is estimated to take about 59% of the total estimated man hours for Schematic Design. These hours include support to GDOT to address the design of tracks below the CNN parking decks. Establishing the Schematic Design track layout (adjusting the Heery plan to accommodate several operating issues), among other engineering tasks, is necessary for defining the real estate needs – easements and/or development rights – for the MMPT, especially as they affect recommendations in the area of the CNN parking decks.

PURPOSE OF SCHEMATIC DESIGN

Schematic Design, a critical step to Preliminary and Final Design, is necessary to ensure the feasibility of the design concept, identify salient features, create aesthetic intent, confirm constructability, establish project control points, set project and real estate needs limits, identify appropriate design and construction phasing components and identify the appropriate project delivery method for each phase of implementation.

The objectives of this important step are to validate the MMPT concept design and establish the parameters and criteria necessary for Preliminary and Final Design, and to produce a construction cost estimate commensurate with this level of design and with appropriate contingencies. Additional objectives of the Schematic Design are:

- Confirm site conditions
- Provide a detailed site survey
- Provide a geotechnical report
- Develop final design criteria
- Test and adjust the Concept Design against the various life safety code requirements

- Provide a utility survey and analysis to determine additional utilities needed for the MMPT
- Delineate project limits, including temporary and permanent real estate needs
- Resolve design issues such as parking needs, traffic control, pedestrian and vehicular ingress and egress, user requirements, operational issues, retail requirements, overbuild potential and limitations, and security requirements.

Schematic Design will consist of five components: (1) Project Definition Report (PDR), (2) Schematic Design Drawings, (3) Outline of Specifications, (4) Design and Construction Schedule for each phase of implementation and, (5) Construction Cost Estimate for each phase of implementation.

Upon culmination of the Schematic Design, the owner and other stakeholders will be able to make informed decisions regarding procurement methods in alignment with project implementation phasing that match available funding schedules.

PROJECT DEFINITION REPORT (PDR)

Objective: The PDR will be the basis for all further design efforts and function so as to permit all design team members to proceed with a similar definition of the project. The PDR will be responsive to the outstanding operational issues, elements identified during schematic surveys and studies, community and governmental reviews, and functional issues. Code compliance, accessibility, life safety, as well as, project design criteria will also be formulated in the PDR. Solutions to the issues and requirements included in the PDR will be graphically demonstrated in the Schematic Drawings. A draft PDR will be submitted before and separately during the Schematic Design process and before Schematic Design is completed. A final, approved PDR will be submitted at the end of Schematic Design that will document all the approved design parameters in the completed Schematic Design.

Approach:

- Confirm and plan space needs by function:
 - Platforms
 - Waiting areas
 - Circulation space
 - Equipment rooms
 - Control rooms
 - Administration facilities and offices
 - Retail space
 - Public facilities
 - Overbuild potential
- Analyze and resolve interior and exterior circulation flows for commuters, pedestrians, vehicles, and material.

- Address and resolve operational issues such as terminal access, fare collection system and operation, ticketing, passenger waiting and queuing, train servicing, security, NFPA 130 and other life safety analysis, parking needs, traffic flow, retail analysis and overbuild potential.
- Establish functional area relationships both internally within the individual MMPT components and between the various project components including relationships with surrounding site area. Primary consideration will be given to circulation, parking, emergency response, and safety to promote total project coordination.
- Develop design criteria necessary to develop the Schematic Design to include refining space programming and criteria resulting from stakeholder workshops, surveys and analysis. This will include information on MMPT operations staffing levels, operational plans, site requirements, and life safety code requirements. This portion of the PDR will also identify preliminary functional requirements for building systems to include architectural, structural, mechanical, electrical, emergency exiting and fire protection.
- Perform a complete site survey including planimetric, topographic, and metes and bounds to locate visible site features, property boundaries, permanent and temporary real estate needs, utilities, roads, and to establish control points, as well as, contour elevations and key spot elevations. Contact all utility companies and request mark outs of their facilities for survey and evaluation.
- Prepare the following independent reports to be included as part of the PDR:

1. Coordination Plan:

As part of the development of the Schematic Design for the MMPT, the trip from the train car/bus to the front door of the MMPT will be examined and provided for in a safe, comfortable, and expeditious manner. Also, the trip out of the front door of the MMPT and into the surrounding neighborhood will be examined, so that the MMPT programmed adjacent development by the City of Atlanta (on street right of way) or on adjacent private parcels does not detract from the passenger's experience.

Appropriate representatives of the City of Atlanta, as well as, owners/developers of adjacent parcels and Central Atlanta Progress, will be contacted to obtain information on planned private development and roadway improvements in the MMPT area that may impact pedestrian and vehicular travel. The area within a 1000 ft. radius of the MMPT will be included. Potential benefits and impacts to both the MMPT and adjacent developments will be identified, mitigated as necessary, and coordinated. Additionally, the City's development policies that affect street rights-of-way, including parking, streetscape, and curbside regulations, will be researched and applied.

The result of this effort will be to appropriately plan pedestrian routes, convenient MMPT pedestrian access, and parking, in accordance with curbside regulations, in terms of use, space, and amenities. This will be part of the MMPT program and would be limited to street rights of way adjacent to MMPT facilities.

- Site Specific Review of Traffic

This task will involve site specific traffic analysis related to Concept 6, i.e.- ingress and egress, traffic queuing analysis, traffic lane configuration for site driveways, turn pocket lengths into and out of the site driveways, etc.

- Implementation of Concept 6

This task will involve the implementation of Concept 6 from a traffic operations point of view. This would include, but not limited to, customer parking, kiss-n-ride, bus operations and schedules, phasing-in the components of Concept 6 and investigation of any construction related impacts, if applicable.

4. Parking Needs and Parking Decks Analysis

Determine existing parking to be replaced by identifying uses of existing parking and the need for replacement within the MMPT project boundaries:

- If currently needed for a land use /facility that is to be removed by the MMPT, no replacement is needed for that land use /facility.
- If publicly or privately owned public paid parking, a percent replacement ratio needs to be determined. Some parking will need to be replaced.**
- If privately owned for a specific property, replacement would be necessary, as the function of the specific property would be impaired.

**Previous 1995 Heery Plan documents have indicated that a 35% replacement ratio is sufficient; however, no back-up exists to support this ratio or to indicate the impacts to the properties that are dependent on this parking. Seven years have passed since 1995 and land uses have changed in this area. Discussions with adjacent property owners and businesses, Central Atlanta Progress (CAP), the City of Atlanta Planning Dept., and others will need to take place to quantify area parking needs and to determine an appropriate percent replacement ratio.

Develop the two parking decks' layout (1.MMPT Deck and 2.Replacement/Intercity Bus Deck) including:

- Column layout, coordinated with track/platform layout below, and structural depth assumptions
- Elevations of each floor
- Ramp location and length
- Vehicle entrances
- Stall layout, assignment of stall to replacement or MMPT uses, and recommendation for access control to each assignment
- Parking payment system recommendations.

7. Environmental Report

A Phase I Environmental Site Assessment has already been conducted for the MMPT project site and concluded that there is no evidence requiring the need to perform a Phase II Environmental Site Assessment (sub-surface investigations) or Phase III (site remediation). Any additional conclusions drawn from the above Environmental Assessment Reevaluation will be included in this report.

8. Drainage Report

The method to be used to generate a design to handle storm water runoff from the MMPT project will be one of data gathering in phases to ensure an adequate system design. An economical and practical solution to the existing drainage containment that considers costs of various alternatives will be used. The initial survey information will take into consideration the existing ROW, utilities, storm water collection system, and the runoff contributing area. It will be important to properly identify and locate existing storm sewer structures to determine locations for new structures needed to prevent flooding in peak rain events.

After the first phase of data collection, preliminary conceptual designs will be developed by a team consisting of experienced personnel with a team leader assigned responsibility for coordinating data collection and design management. The routes for collection will take into consideration obstructions, property acquisition issues, and constructability issues. The selected solution(s) will be presented to GDOT for review and comment. Once the best design solution is determined, a second phase of data collection will begin to finalize the design of the collection, detention and retention system.

The primary public safety objective is to remove runoff from roadways and the site into a collection system. Secondary considerations will include pipe capacity to carry flow off buildings and parking facilities along the storm sewer route needing drainage collection. A determination of needs for upgrading the existing storm water collection system will be based on input from GDOT staff and existing and planned usage of existing storm water facilities. Right-of-way concerns will be a significant design consideration, as well.

A final report will be prepared describing the design assumptions and calculations used to design the proposed drainage system.

9. Mechanical Design Report

A life cycle analysis to determine the most cost effective HVAC system design for the MMPT facilities will be performed. Alternative HVAC designs will be compared using computer simulation. Initial costs and maintenance costs will be examined for the various designs. Heating and cooling block loads will be based on: (1.) the architectural drawings developed during Schematic Design and (2.) the typical weather data for Atlanta. A final report on the design parameters used and the analysis of the various systems will be prepared.



Georgia Department of Transportation

2005 Fact Sheet

Multi-Modal Passenger Terminal (MMPT)

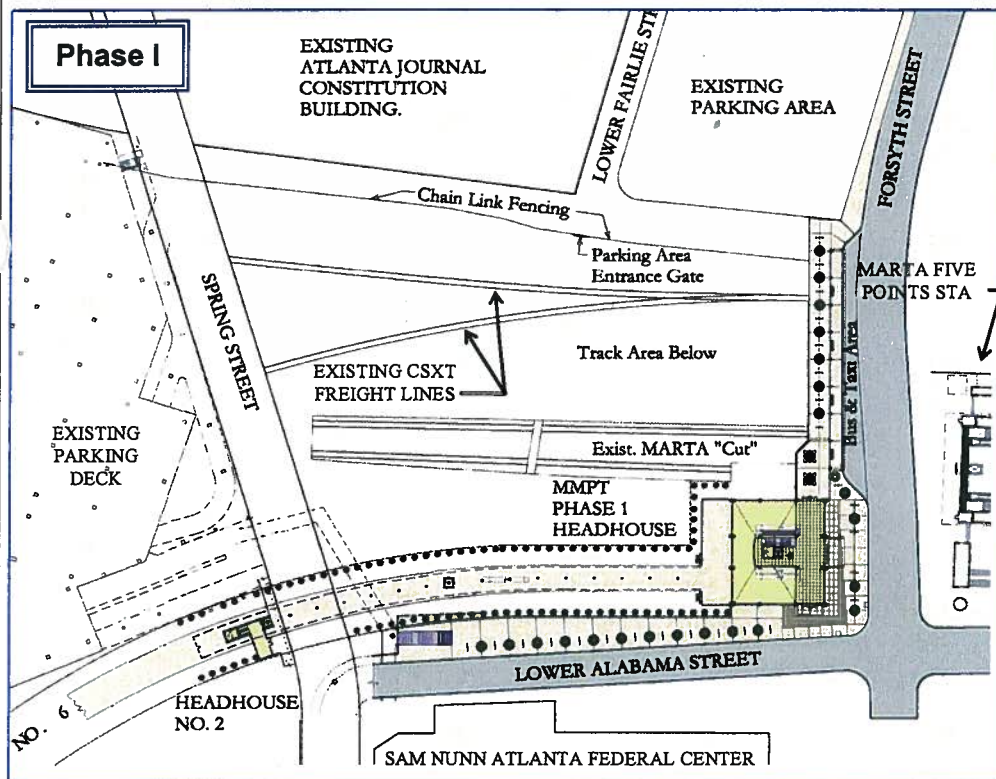
Description

The Multi-Modal Passenger Terminal (MMPT) slated for construction in downtown Atlanta will be the region's major passenger terminal with facilities for new commuter rail and intercity rail services, including Amtrak, as well as intercity and regional express buses (Greyhound, Cobb County, Clayton County, Gwinnett County, MARTA and other new services). [See Georgia Rail Passenger Program web site www.garail.com for more information and links.] Direct and convenient pedestrian connections will be provided to MARTA's Five Points Station subway system (where the east-west and north-south subway lines cross), to MARTA's Philips Arena Station, and to local MARTA buses, as well as to private taxis and shuttle vans.

The location of the MMPT has been selected to be at a key downtown site between Spring and Forsyth Streets, placing it within several blocks of major work and recreational destinations, including the Nunn Federal Center,

Russell Federal Building, Georgia World Congress Center, Georgia Dome, Philips Arena, CNN Center, and Underground Atlanta.

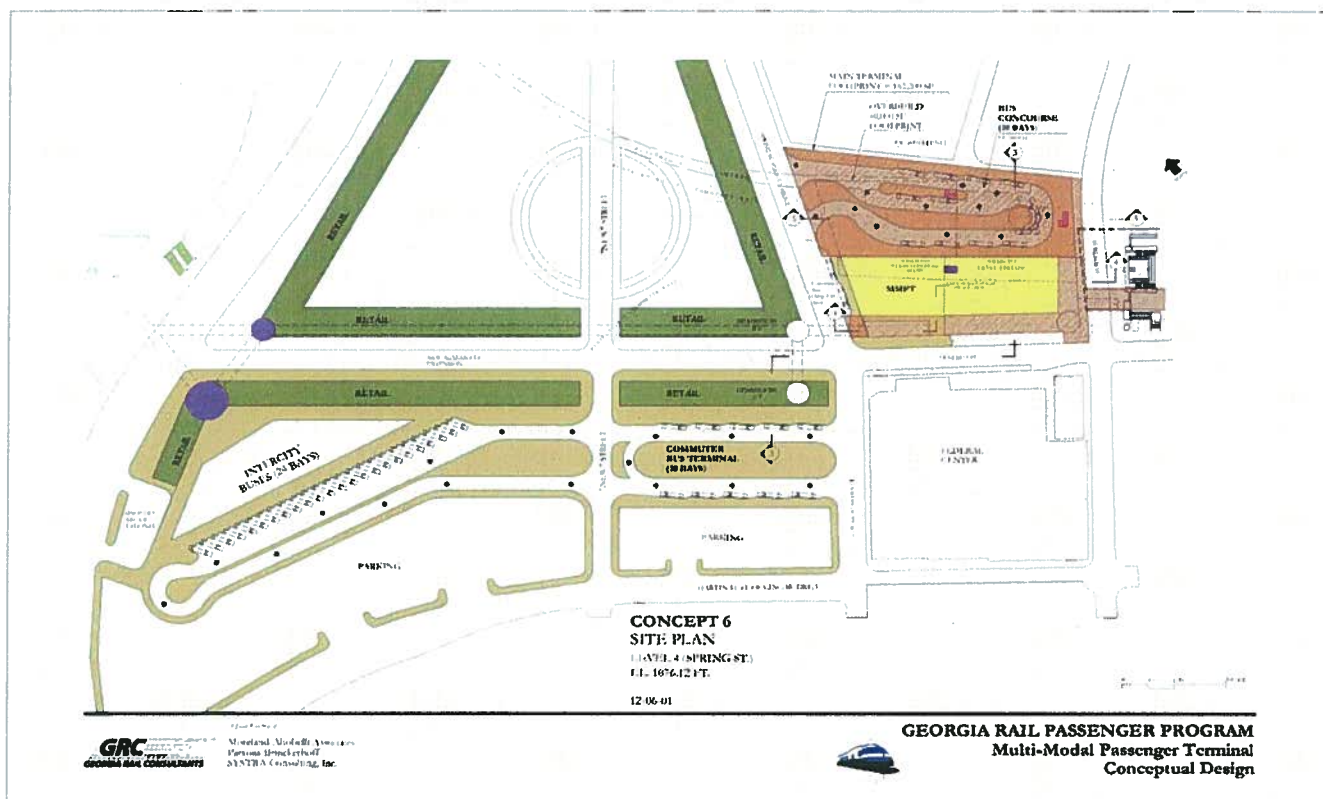
The area around the MMPT currently has the largest number of jobs in Atlanta and has the largest concentration of State and Federal government services in the Southeast. There is also significant potential for increased office and related development above and adjacent to the site, which the MMPT can help stimulate by improving access to the entire region.



The MMPT's downtown location is at the crossroads of the rail corridors that radiate into Atlanta. Ultimately, it will provide commuter rail access from stations in 23 counties in the greater Atlanta area, regional bus service from the 13 most populated Atlanta area counties, and intercity bus and rail service from around the state and the country. Its close link to MARTA rail will provide a convenient transfer to other existing major employment and activity centers including Midtown, Lindbergh, Buckhead, East Point, Hartsfield - Jackson, and Decatur. Its presence will also strengthen the desirability of other sites along MARTA's rail lines. Improved access to the MMPT site will increase employment in areas that are easily accessible from many different in-town neighborhoods, thus providing benefits to a full and diverse spectrum of economic and ethnic groups.

Current Status

Master Plan Concept Design Review and Approval: At the direction of the state's three-agency Program Management Team, a reevaluation of the 1994 MMPT design was undertaken. Many changes were explored to provide for staged implementation, expanded regional GRTA commuter express bus operations, the possibility of air rights / joint development, and stronger links to downtown development planning. On October 4, 2000, the City of Atlanta, Central Atlanta Progress and the GRPP Program Management Team hosted a planning charrette of community leaders to discuss the MMPT and to ensure that the needs of the intermodal partners were fulfilled. Serious discussions began with adjoining property owners and the City of Atlanta following the charrette to knit this important facility into the redevelopment of the downtown core area. On December 7, 2001 a new master plan concept design was reviewed and agreed to by the potential users - the City, major adjacent owners of land and air rights, and the three state transportation agencies. Notes from the planning charrette and the concept design presentation can be found on the website www.garail.com. Also, in February 2002 the GRPP Management Team (two board members from each of the three state transportation agencies – GDOT, GRTA & GRPA) approved the Concept Design of the MMPT.



Federal Permitting and Funding: The National Environmental Policy Act [NEPA] process has been completed for the MMPT. An Environmental Assessment [EA] was completed in early 1995 and a Public Hearing was held in April 1995. The Federal Transit Administration [FTA] signed a Finding of No Significant Impact [FONSI] for the EA in June 1995. GDOT submitted a Reevaluation of the EA to FTA in September 2000 that indicated the approved FONSI remained valid. On December 1, 2000 FTA issued its concurrence with the reevaluation of the MMPT's EA and FONSI.

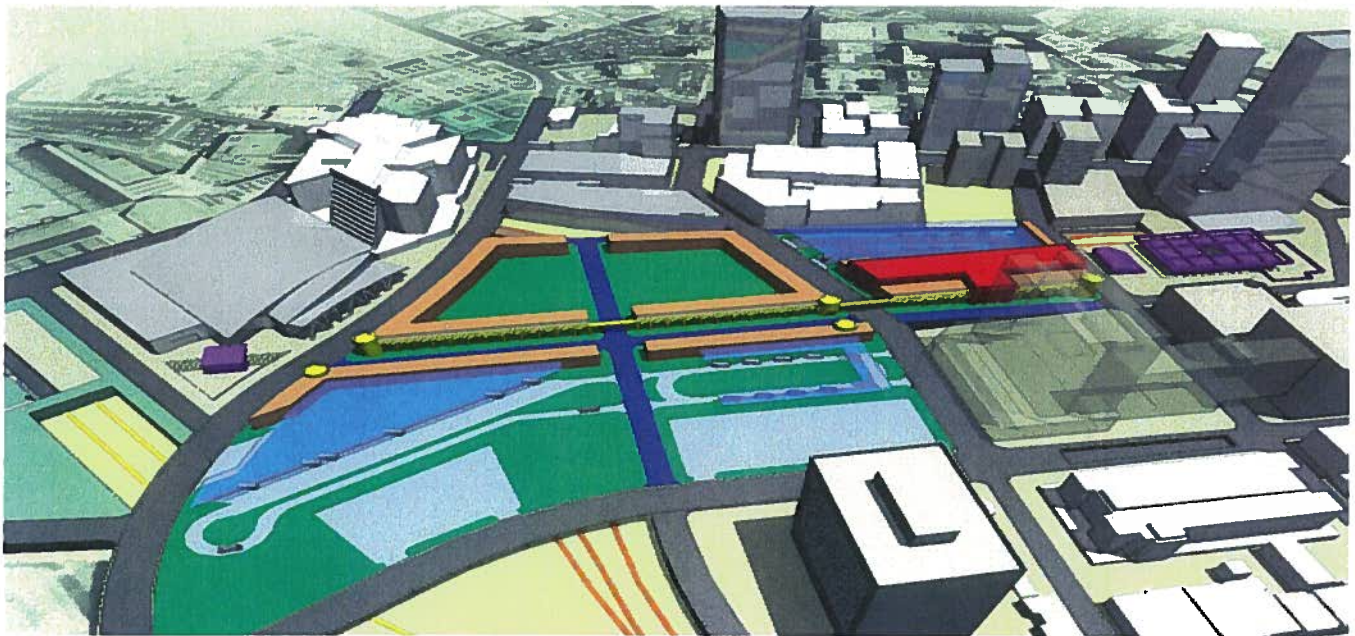
Current funding for the MMPT includes \$16.2 million in TEA-21 earmarked Federal funds, \$2 million in programmed Federal transportation funds, and \$4.5 million in State matching funds.

Phasing of Construction: It is proposed to build the MMPT in several phases. Phase I of the MMPT is programmed for construction to begin in 2005 to serve an initial start-up segment of commuter rail service from

Lovejoy, Georgia in Clayton County to downtown Atlanta with four stops in between. Phase I of the MMPT will have two tracks on either side of one 1000 ft long platform, a main entrance at the corner of Forsyth and Alabama Streets with direct pedestrian access to MARTA's Five Points Station under Forsyth Street, and a second entrance off of Spring Street at the southeast corner of the CNN parking decks. The estimated construction and right-of-way cost of the MMPT Phase I is \$22.7 million which includes two entrances, a bus and taxi drop-off area along Forsyth Street, a pedestrian underpass connection to MARTA's Five Points Station, trackwork, signaling and utilities.

The schematic design of the MMPT Phase I is planned to be easily expanded in the future to accommodate additional commuter rail service, as well as, commuter buses, Amtrak, and intercity bus service as provided for in the overall master plan of the MMPT Concept Design. Also, the MMPT Phase I schematic design has planned the necessary touch down points to accommodate overbuild by private development.

Additional tracks and platforms would be built when public and private financing becomes available. The cost of providing capacity for five additional commuter rail lines, full regional commuter bus service, intercity Greyhound bus service, and Amtrak service is estimated at \$320 million in current dollars. Office and/or other development could also be staged in coordination with this work.



Preparation for Construction: Work is currently underway to document and consolidate land and development rights for the MMPT, its approaches, and other associated storage facilities as covered by the Federal environmental clearance. Right-of-way acquisition process for Phase I is in progress with the City of Atlanta and preliminary engineering activities are underway. Site preparation and clearing will be undertaken with available funding once these preliminary activities are completed.

Atlanta Multi-Modal Passenger Terminal Station

(MMPT)

Status
(8/06/02)

Information List

MMPT Schematic Design – Draft Scope of Work

**MMPT Architectural Concept Six - Plans and Sections
MMPT Design Program Requirements**

MMPT Site Plan with Property Ownership

NS Property Map

Funding

Next Steps

MMPT Schematic Design Draft Scope of Work

PROJECT DESCRIPTION

A major step in implementing the Georgia Rail Passenger Program (GRPP) is the construction of a Multi-Modal Passenger Terminal (MMPT) in downtown Atlanta on a key site between Spring and Forsyth Streets, immediately west of the MARTA Five Points Station, the hub of the Atlanta region's rapid rail system, and at the crossroads of the various railroads serving the Atlanta region and the southeastern part of the United States.

The Multi-Modal Passenger Terminal facilities will consist of the following components that form the basis of the Schematic Design program requirements:

- Main Terminal for trains of both the Georgia Rail Passenger Program and Amtrak with the Regional Commuter Bus Terminal A-North (10 stalls) above the tracks and terminal concourse;
- Regional Commuter Bus Terminal B-South (10 stalls) on top of the MMPT Parking Deck (700 spaces);
- Intercity Bus Terminal on top of the Replacement Parking Deck (replace 1800 space CNN decks);
- Pedestrian Connections to MARTA Five Points and Philips Arena Stations and between the Bus Terminal B-South and the Main Terminal;
- New Roadways (extension of Alabama Street and construction of New Street, between Alabama extension and MLK Drive).
- Overbuild opportunities for private mixed use development

The MMPT stakeholders, including executives of Georgia's Rail Passenger Program partners – the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Georgia Rail Passenger Authority (GRPA), which comprise the state's Rail Program Management Oversight Committee, accepted the MMPT Concept Design, specifically Concept 6, in December 2001. In February 2002 the GRPP Management Team (two board members from each of the three state agencies - GDOT, GRTA, GRPA) adopted Concept 6, as the official Concept Design of the MMPT.

Action on Concept 6 acknowledges an effective response to the requirements of both the transportation providers and the urban design for the City of Atlanta and forms the basis for moving forward into Schematic Design. Plans and sections of the approved Concept Design are found in *Attachment A* and include the above MMPT components. Also, the MMPT program requirements, developed during Concept Design and found in *Attachment B*, will act as a basis for Schematic Design and will be refined during the Schematic Design process.

PURPOSE OF SCHEMATIC DESIGN

Schematic Design, a critical step to Preliminary and Final Design, is necessary to ensure the feasibility of the design concept, identify salient features, create aesthetic intent, confirm constructability, establish project control points, set project and real estate needs limits, identify appropriate design and construction phasing components and identify the appropriate project delivery method for each phase of implementation.

The objectives of this important step are to validate the MMPT concept design and establish the parameters and criteria necessary for Preliminary and Final Design, and to produce a construction cost estimate commensurate with this level of design and with appropriate contingencies. Additional objectives of the Schematic Design are:

- Confirm site conditions
- Provide a detailed site survey
- Provide a geotechnical report
- Develop final design criteria
- Test and adjust the Concept Design against the various life safety code requirements
- Provide a utility survey and analysis to determine additional utilities needed for the MMPT
- Delineate project limits, including temporary and permanent real estate needs
- Resolve design issues such as parking needs, traffic control, pedestrian and vehicular ingress and egress, user requirements, operational issues, retail requirements, overbuild potential and limitations, and security requirements.

Schematic Design will consist of five components: (1) Project Definition Report (PDR), (2) Schematic Design Drawings, (3) Outline of Specifications, (4) Design and Construction Schedule for each phase of implementation and, (5) Construction Cost Estimate for each phase of implementation.

Upon culmination of the Schematic Design, the owner and other stakeholders will be able to make informed decisions regarding procurement methods in alignment with project implementation phasing that match available funding schedules.

PROJECT DEFINITION REPORT (PDR)

Objective: The PDR will be the basis for all further design efforts and function so as to permit all design team members to proceed with a similar definition of the project. The PDR will be responsive to the outstanding operational issues, elements identified during schematic surveys and studies, community and governmental reviews, and functional issues. Code compliance, accessibility, life safety, as well as, project design criteria will also be formulated in the PDR. Solutions to the issues and requirements included in the PDR will be graphically demonstrated in the Schematic Drawings. A draft PDR will be submitted before and separately during the Schematic Design process and before

Schematic Design is completed. A final, approved PDR will be submitted at the end of Schematic Design that will document all the approved design parameters in the completed Schematic Design.

Approach:

- Confirm and plan space needs by function:
 - Platforms
 - Waiting areas
 - Circulation space
 - Equipment rooms
 - Control rooms
 - Administration facilities and offices
 - Retail space
 - Public facilities
 - Overbuild potential
- Analyze and resolve interior and exterior circulation flows for commuters, pedestrians, vehicles, and material.
- Address and resolve operational issues such as terminal access, fare collection system and operation, ticketing, passenger waiting and queuing, train servicing, security, NFPA 130 and other life safety analysis, parking needs, traffic flow, retail analysis and overbuild potential.
- Establish functional area relationships both internally within the individual MMPT components and between the various project components including relationships with surrounding site area. Primary consideration will be given to circulation, parking, emergency response, and safety to promote total project coordination.
- Develop design criteria necessary to develop the Schematic Design to include refining space programming and criteria resulting from stakeholder workshops, surveys and analysis. This will include information on MMPT operations staffing levels, operational plans, site requirements, and life safety code requirements. This portion of the PDR will also identify preliminary functional requirements for building systems to include architectural, structural, mechanical, electrical, emergency exiting and fire protection.
- Perform a complete site survey including planimetric, topographic, and metes and bounds to locate visible site features, property boundaries, permanent and temporary real estate needs, utilities, roads, and to establish control points, as well as, contour elevations and key spot elevations. Contact all utility companies and request mark outs of their facilities for survey and evaluation.
- Prepare the following independent reports to be included as part of the PDR:

1. Coordination Plan:

As part of the development of the Schematic Design for the MMPT, the trip from the train car/bus to the front door of the MMPT will be examined and provided for in a safe, comfortable, and expeditious manner. Also, the trip out of the front door of the MMPT and into the surrounding neighborhood will be examined, so that the MMPT programmed adjacent development by the City of Atlanta (on street right of way) or on adjacent private parcels does not detract from the passenger's experience.

Appropriate representatives of the City of Atlanta, as well as, owners/developers of adjacent parcels and Central Atlanta Progress, will be contacted to obtain information on planned private development and roadway improvements in the MMPT area that may impact pedestrian and vehicular travel. The area within a 1000 ft. radius of the MMPT will be included. Potential benefits and impacts to both the MMPT and adjacent developments will be identified, mitigated as necessary, and coordinated. Additionally, the City's development policies that affect street rights-of-way, including parking, streetscape, and curbside regulations, will be researched and applied.

The result of this effort will be to appropriately plan pedestrian routes, convenient MMPT pedestrian access, and parking, in accordance with curbside regulations, in terms of use, space, and amenities. This will be part of the MMPT program and would be limited to street rights of way adjacent to MMPT facilities.

In addition, the City of Atlanta will have the opportunity to guide private development, as well as, street improvements, so that safe, attractive and effective pedestrian paths between the MMPT and prospective destinations for MMPT passengers are created or maintained, and vehicle movements at the MMPT are not disrupted or congested.

Two stakeholder workshops are proposed, at the beginning and another during Schematic Design. Minutes of the workshops will be taken and distributed to attendees by GRC and appended to the Project Definition Report.

2. Retail and Overbuild Market Analysis

Provide appropriate assessment to determine the type, number, and square feet of retail space(s), and a range of their uses, given the volume of commuter, intercity and Amtrak long distance travelers estimated to use the MMPT. Provide documentation proving the sustainability of proposed retail spaces from MMPT-generated traffic alone.

Locate retail spaces appropriately to provide attractive and convenient locations, but not interfere with passenger circulation and other space requirements.

Create spatial arrangements of the retail spaces, and all aspects of the operation of retail spaces, including entrances, security, and services such as trash removal, etc., so that the spaces are attractive to prospective tenants.

Identify potential uses and sites within the MMPT project boundaries that could be included in an overbuild program by a private developer. Recommend spatial

arrangements and operation of the overbuild spaces to help make the space attractive to prospective tenants.

Provide a cost-benefits analysis of the initial investment of providing structural foundations, columns, etc. for future overbuild development verses the projected market absorption rate that is expected for this downtown sub-market for certain land uses and development types. In other words, answer the question of: "What should be the initial investment of placing foundations, columns, etc. for certain sized development types (overbuild development) in each phase of the MMPT implementation, based on the projected market demand for various type uses in this area of downtown Atlanta?"

Also, answer the question of "How much net revenue could be expected per year from the real estate leases of the recommended overbuild development?"

3. Traffic Analysis

Traffic analysis related to Concept 6 was prepared and documented in the report titled "Bus Access Study for the Multi-Modal Passenger Terminal" and dated February 2002. Considering the level of analysis conducted as part of the "Bus Access Study", only the following areas related to traffic analysis will be a part of the Schematic Design phase:

- **Site Specific Review of Traffic**

This task will involve site specific traffic analysis related to Concept 6, i.e.- ingress and egress, traffic queuing analysis, traffic lane configuration for site driveways, turn pocket lengths into and out of the site driveways, etc.

- **Implementation of Concept 6**

This task will involve the implementation of Concept 6 from a traffic operations point of view. This would include, but not limited to, customer parking, kiss-n-ride, bus operations and schedules, phasing-in the components of Concept 6 and investigation of any construction related impacts, if applicable.

4. Parking Needs and Parking Decks Analysis

Determine existing parking to be replaced by identifying uses of existing parking and the need for replacement within the MMPT project boundaries:

- If currently needed for a land use /facility that is to be removed by the MMPT, no replacement is needed for that land use /facility.
- If publicly or privately owned public paid parking, a percent replacement ratio needs to be determined. Some parking will need to be replaced.**
- If privately owned for a specific property, replacement would be necessary, as the function of the specific property would be impaired.

****Previous 1995 Heery Plan documents have indicated that a 35% replacement ratio is sufficient; however, no back-up exists to support this ratio or to indicate the impacts to the properties that are dependent on this parking. Seven years have passed since 1995 and land uses have changed in this area. Discussions with adjacent property owners and businesses, Central Atlanta Progress (CAP), the City of Atlanta Planning Dept., and others will need to take place to quantify area parking needs and to determine an appropriate percent replacement ratio.**

Develop the two parking decks' layout (1.MMPT Deck and 2.Replacement/Intercity Bus Deck) including:

- Column layout, coordinated with track/platform layout below, and structural depth assumptions
- Elevations of each floor
- Ramp location and length
- Vehicle entrances
- Stall layout, assignment of stall to replacement or MMPT uses, and recommendation for access control to each assignment
- Parking payment system recommendations.

Develop pedestrian access and circulation to include:

- Pedestrian route to each facility using the parking deck (and to dissuade unintended usage) along with recommended door control
- Emergency routes

5. Geotechnical Study and Report

Existing geotechnical reports for the study area, prepared by Law Engineering between 1974 and 1977, are available and will be used as applicable prior to conducting additional investigations that may include:

- Performance of subsurface investigations as required by the Architect/Structural Engineer in accordance with ASTM D-1586. The subsurface work will include soil borings, standard penetration resistance testing, and rock corings to determine support characteristics to allow proper design of structural foundations.
- Preparation of test-boring records which provide standard penetration resistances, detailed soil descriptions, and groundwater conditions. Significant soil strata will be delineated and partially weathered rock or auger refusal will be identified where encountered. Rock corings shall be conducted in areas designated by the Architect/Structural Engineer.
- Preparation of an engineering report that outlines the results of the subsurface investigations. Evaluations, conclusions, and recommendations will be presented for site preparation, foundations, groundwater elevations, effects on the proposed construction, and remedial measures for soft or loose soil, etc., if encountered. The

report will discuss the methods of exploration, site and subsurface description, quality control measures for site preparation, foundation construction, etc. to assure predicted results, and will include an appendix of test boring records, plan and rock core data, etc.

6. Environmental Assessment Reevaluation

The MMPT Environmental Assessment Reevaluation will be conducted to reflect project elements of Concept 6 to ensure that all aspects of the project are in compliance with current environmental requirements. More specifically, an assessment will be made of the new Intercity Bus Terminal location (southeast corner of Centennial Olympic Park Drive

and the proposed Upper Alabama Street Extension) and the demolition/replacement of the CNN parking decks versus underpinning the decks. The reevaluation process will include updating any of the original studies that may have changed significantly from the original concept: air quality, community impacts, ecology, history/archaeology, and noise impacts. In addition to incorporating all recent design changes, the reevaluation will assess any regulatory changes or new environmental requirements that may not have been applicable at the time of the original MMPT EA.

7. Environmental Report

A Phase I Environmental Site Assessment has already been conducted for the MMPT project site and concluded that there is no evidence requiring the need to perform a Phase II Environmental Site Assessment (sub-surface investigations) or Phase III (site remediation). Any additional conclusions drawn from the above Environmental Assessment Reevaluation will be included in this report.

8. Drainage Report

The method to be used to generate a design to handle storm water runoff from the MMPT project will be one of data gathering in phases to ensure an adequate system design. An economical and practical solution to the existing drainage containment that considers costs of various alternatives will be used. The initial survey information will take into consideration the existing ROW, utilities, storm water collection system, and the runoff contributing area. It will be important to properly identify and locate existing storm sewer structures to determine locations for new structures needed to prevent flooding in peak rain events.

After the first phase of data collection, preliminary conceptual designs will be developed by a team consisting of experienced personnel with a team leader assigned responsibility for coordinating data collection and design management. The routes for collection will take into consideration obstructions, property acquisition issues, and constructability issues. The selected solution(s) will be presented to GDOT for review and comment. Once the best design solution is determined, a second phase of data collection will begin to finalize the design of the collection, detention and retention system.

The primary public safety objective is to remove runoff from roadways and the site into a

collection system. Secondary considerations will include pipe capacity to carry flow off buildings and parking facilities along the storm sewer route needing drainage collection. A determination of needs for upgrading the existing storm water collection system will be based on input from GDOT staff and existing and planned usage of existing storm water facilities. Right-of-way concerns will be a significant design consideration, as well.

A final report will be prepared describing the design assumptions and calculations used to design the proposed drainage system.

9. Mechanical Design Report

A life cycle analysis to determine the most cost effective HVAC system design for the MMPT facilities will be performed. Alternative HVAC designs will be compared using computer simulation. Initial costs and maintenance costs will be examined for the various designs. Heating and cooling block loads will be based on: (1.) the architectural drawings developed during Schematic Design and (2.) the typical weather data for Atlanta. A final report on the design parameters used and the analysis of the various systems will be prepared.

The same type analysis and report will be conducted for the rail platform and the bus platforms diesel fuel exhaust and ventilation systems.

10. Codes Analysis

An analysis of all applicable codes for each MMPT facility will be conducted and documented in a report. All necessary calculations, such as NFPA 130 emergency exiting time and distance calculations, will be documented in the report. Conclusions and findings, as documented in the report, will be used as one of the critical criteria for the MMPT facilities' Schematic Design and future levels of design.

11. Life Safety Engineering and Emergency Management Plan

An analysis of life safety issues, such as fire barriers, horizontal and vertical openings, necessary fire rated construction, egress analysis, smoke exhaust rates and other NFPA 101 elements, fire hazard risk analysis, etc. will be analyzed during the Schematic Design period and a report prepared. Reviews by the governing authority's fire, police, and EMS departments and other public safety agencies will be facilitated and coordinated during the Schematic Design period to plan and provide for emergency management for the MMPT facilities. A preliminary Emergency Management Plan will be documented in the report, whose elements form a set of critical design criteria for the Schematic Design and future levels of design.

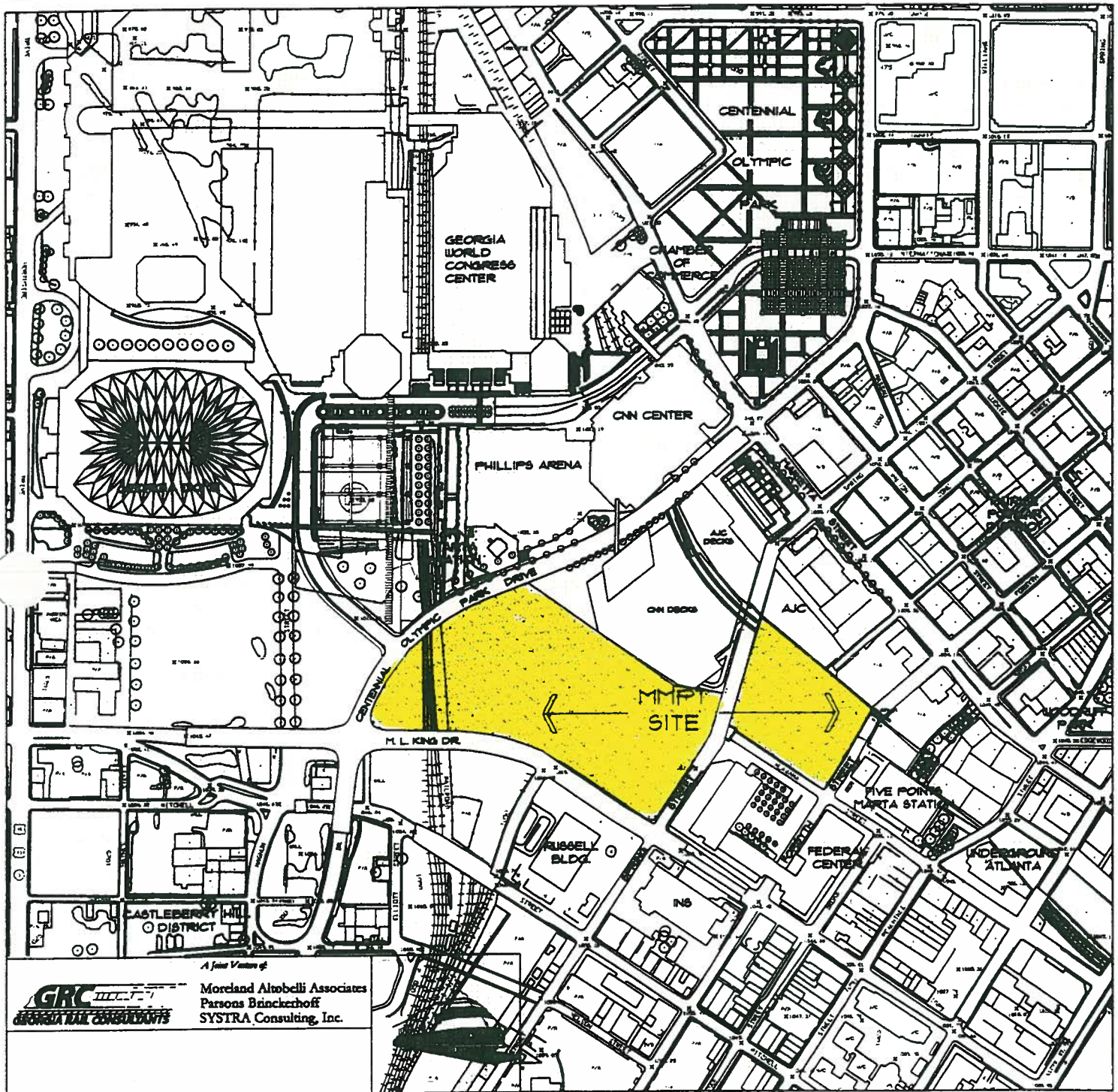
12. Building Security Analysis

A security analysis of the MMPT will be conducted during the Schematic Design period and a report prepared identifying the recommended elements needed to make the MMPT as secure as possible. Pedestrian, vehicular and train movement in and around the MMPT facilities, pedestrian and vehicular barriers and control points, CCTV camera surveillance, building configuration and use of materials, HVAC systems, emergency

response capability, etc. will be examined and solutions recommended to provide for the MMPT's security. A report will be prepared acting as a set of critical design criteria for the MMPT Schematic Design and future levels of design.

Attachment A

MMPT Architectural Concept Plans and Sections



MMPT LOCATION MAP

DOWNTOWN ATLANTA

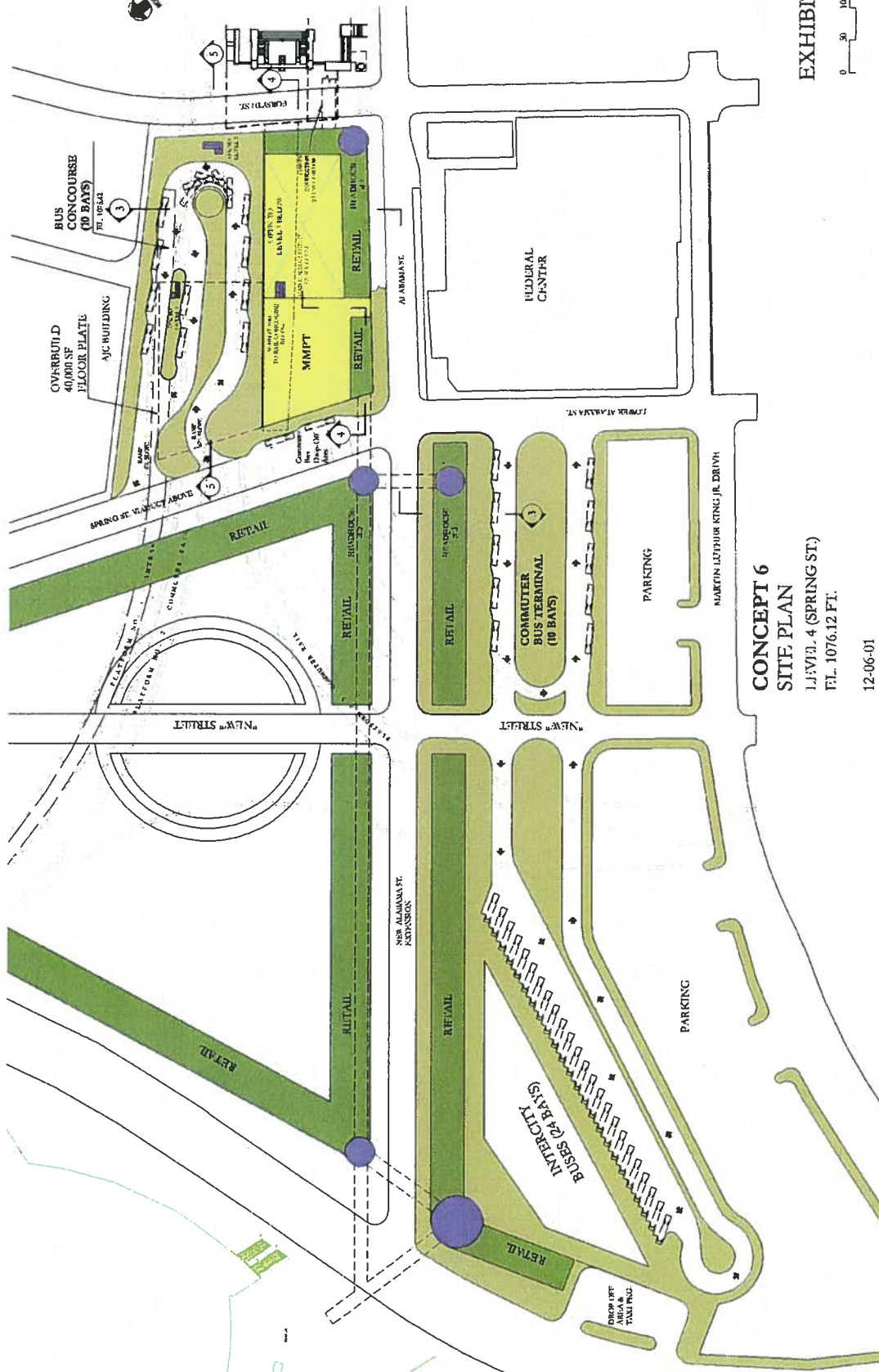


EXHIBIT 1

CONCEPT 6
SITE PLAN
LJ/VJL 4 (SPRING ST.)
E.L. 1076.12 FT.

12-06-01

A joint venture of
Moreland Altabelli Associates
Parsons Brinckerhoff
SYSTRA Consulting, Inc.



GEORGIA RAIL PASSENGER PROGRAM
Multi-Modal Passenger Terminal
Conceptual Design

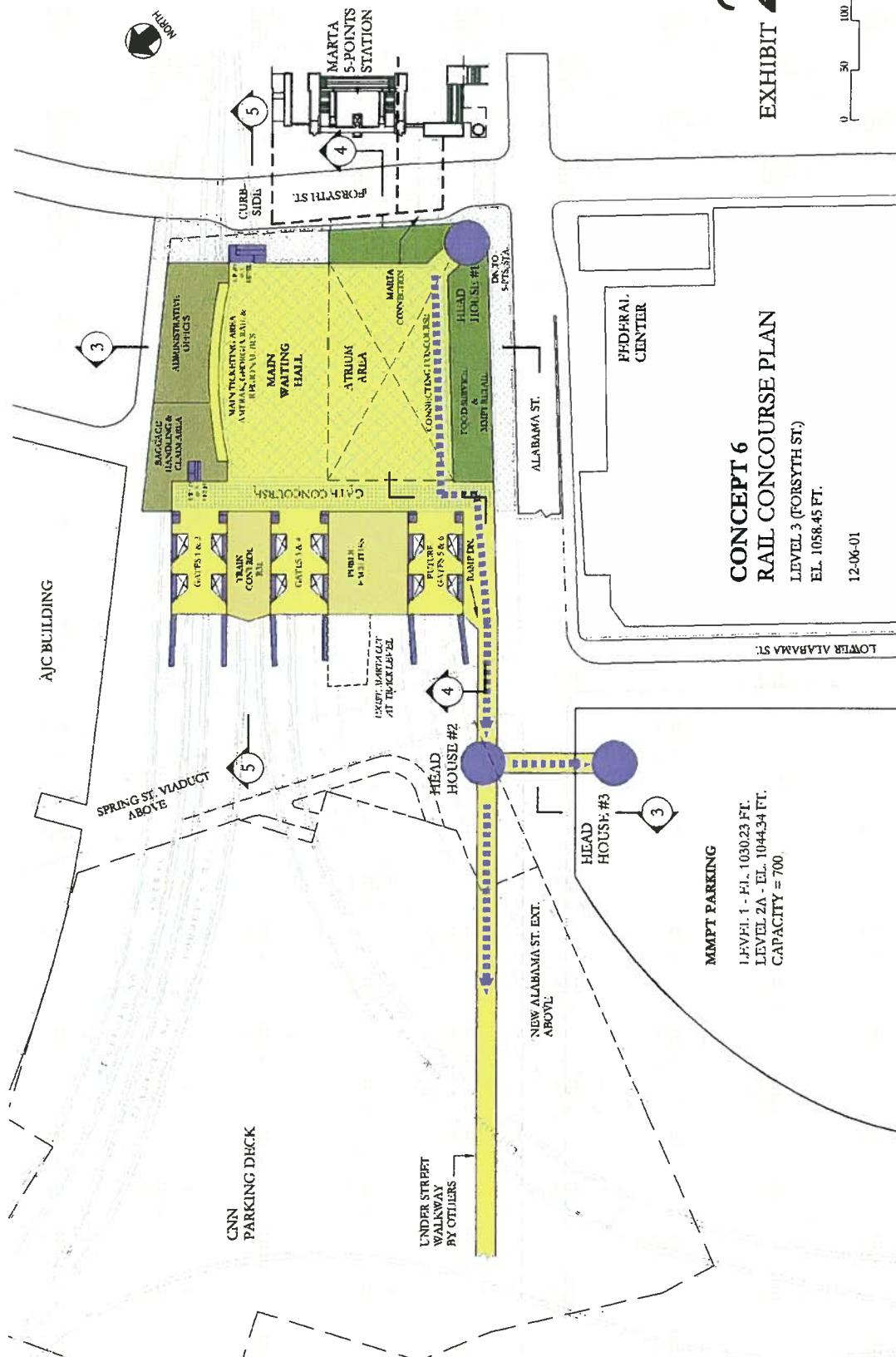


EXHIBIT 2

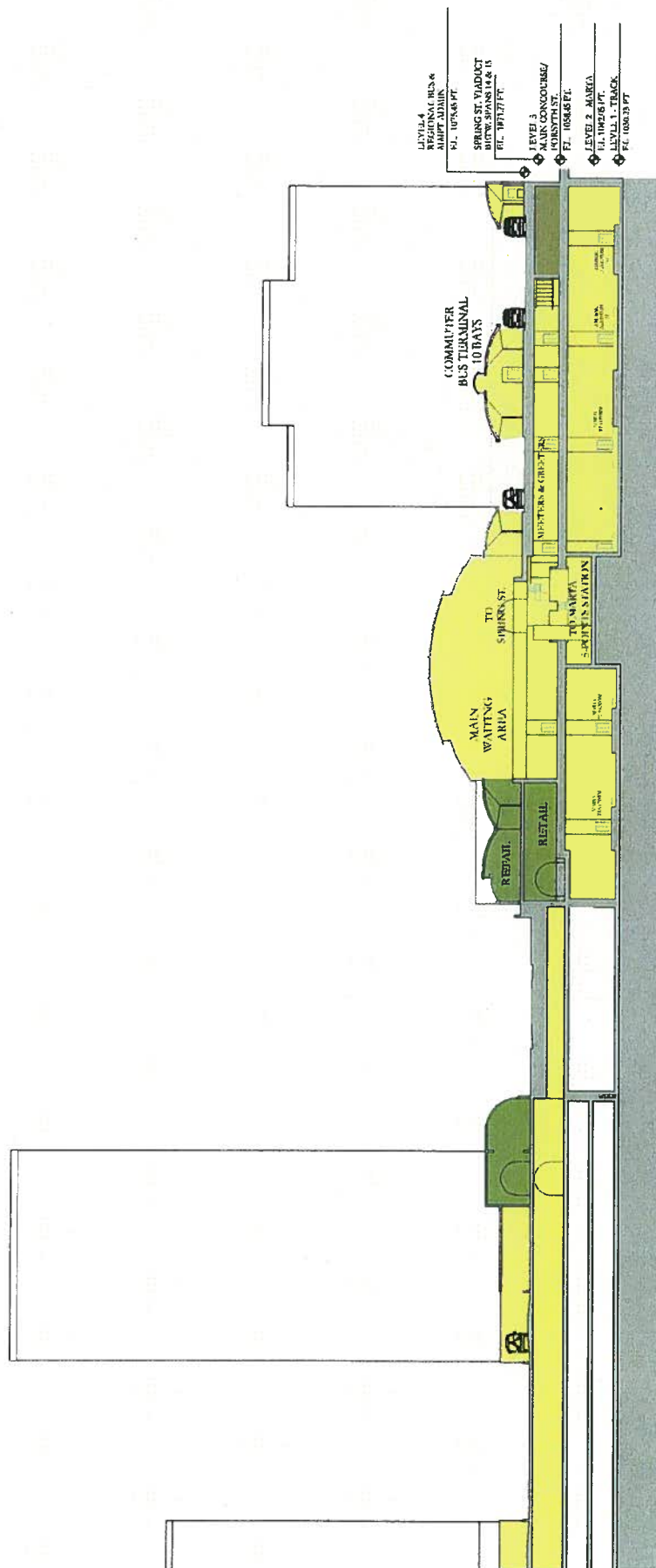


**CONCEPT 6
RAIL CONCOURSE PLAN**
LEVEL 3 (FORSYTH ST.)
EL. 1058.45 FT.
12-06-01

GEORGIA RAIL PASSENGER PROGRAM
Multi-Modal Passenger Terminal
Conceptual Design

A joint venture of
Moreland Atchell Associates
Parsons Brinckerhoff
SYSTRA Consulting, Inc.





CONCEPT 6

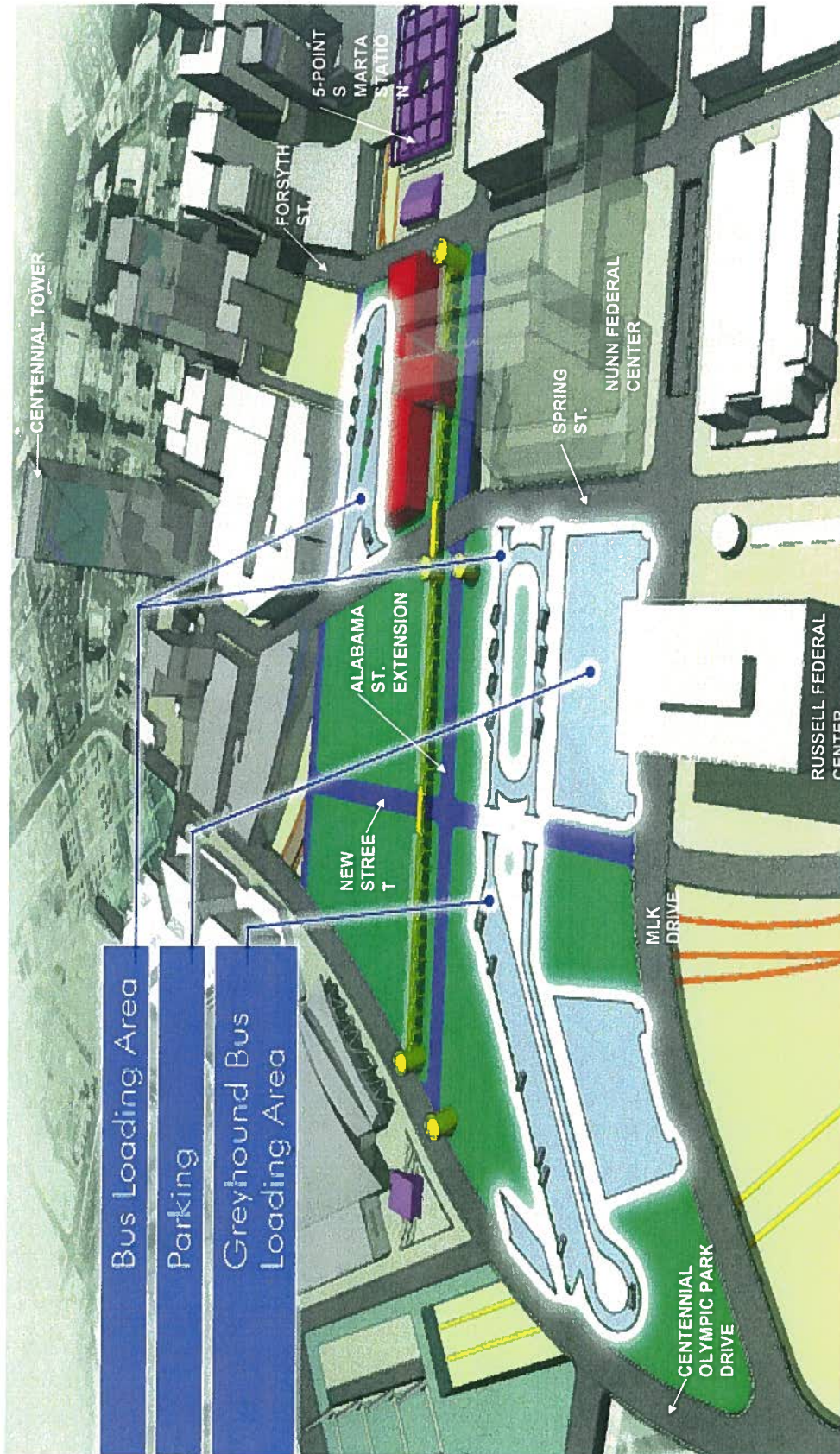
SECTION 3-3 CROSS SECTION LOOKING WEST

12.07.01

Moreland Atchell / Associates
Parsons Brinckerhoff
SYSTRA Consulting, Inc.



GEORGIA RAIL PASSENGER PROGRAM
Multi-Modal Passenger Terminal
Conceptual Design



GEORGIA RAIL PASSENGER PROGRAM **Multi-Modal Passenger Terminal (MMPT)** **Concept Design**



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